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MITSUI BUSSAN KAISHA, LTD.

The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/6 1/16.

No. 27,441 HONG KONG, THURSDAY, MARCH 20, 1930.

PRICE \$3.00 Per Month.

REASON OF FAR EAST FLIGHT

NO POLITICAL OR COMMERCIAL MOTIVE IN VISIT

"PURELY PLEASURE"

PILOT'S CRITICISM OF BRITISH AIR SERVICES

Frank criticism of the British air services, more especially of the Imperial Airways, was levied by Mr. J. B. Scholter, the chief pilot of the Fokker monoplane in which Mr. Van Lear Black arrived in the Colony yesterday, in an interview with a *China Mail* representative at the Peninsula Hotel.

"You should have the finest air service in the world," declared Mr. Scholter, "yet the Dutch-built Fokker machines can beat your Imperial Airways 'Havilland' planes all the way. We can easily arrive at Karachi 25 hours ahead of your planes, even if the latter start first."

He added that the Imperial Airways were in future to obtain a licence to construct their machines according to the Fokker design. "None of your firms in Britain can design wings giving such power and speed."

Asked why there had been some delay over the question of Dutch aeroplanes being allowed to land in India, Mr. Scholter said: "In my own opinion, the Imperial Airways are scared stiff of us. They are afraid of competition."

THE ARRIVAL DESCRIBED

[China Mail Special.]

The Adjutant of the Royal Air Force, stationed at Kai Tack Aerodrome, Kowloon, was informed officially that Mr. Van Lear Black, the American newspaper magnate, would arrive in the Colony at 2.15 p.m. yesterday. There had been previous intimations during the week that he would arrive at various times, but owing to unfavourable weather conditions these plans were altered.

That he would arrive yesterday afternoon, however, was considered to be definite, yet, although the local branch of the Standard Oil Company of New York had cabled to Hanoi to despatch the news of Mr. Van Lear Black's departure, a party consisting of Mr. M. J. Quist, the Consul General for Holland, the Adjutant, R.A.F., several Dutch business men and representatives of the Press, waited in vain until four o'clock. There being no news of the airmen, they left the aerodrome. Half an hour later the drone of engines was heard overhead and the giant Fokker machine, the largest private plane to visit the Colony, appeared in the sky and made a landing against the faint breeze.

She was a monster monoplane, fitted with triple 300 h.p. Wright Whirlwind engines, and having a seating capacity for eight passengers, in addition to two pilots. Mr. Van Lear Black stepped out of the machine, dressed in a grey suit and wearing kid gloves and after shaking hands with the Dutch Consul and some of the other gentlemen who were there to welcome him, he proceeded to his room at the Peninsula Hotel.

"You go and have a talk to Mr. Scholter; he knows more about it than I do," Mr. Van Lear Black smilingly said to the *China Mail* representative. "I'm tired after the journey and I need a rest."

Delayed by Winds.

Mr. Scholter, who, in spite of his having spent six and a half hours in the air, looked perfectly fresh and willingly answered the questions that were put to him. He stated that they arrived at Hanoi on Monday from Bangkok and left Indo-China at 10 a.m. yesterday (11 a.m. Hong Kong time). It was owing to the difference of one hour in the times that the misunderstanding arose in regard to their arrival at Kai Tack. They were also considerably delayed by strong head winds. The distance from Hanoi to Hong Kong was roughly 400 miles and they travelled on an average of 10 miles per hour, closely hugging the coast throughout. The plane could carry eight passengers. Mr. Black had never before travelled with such a large party and was seated five of them, Mr. Van Lear Black, Mr. Quist, Mr. Scholter, Mr. Baldwin and Mr. Parsons.

Dutch Built.

The body was Dutch-built, the triple engines were American, and the spare parts were British. The entire machine was composed of the very best components. Mr. Van Lear Black, who was over 60 and had retired from active finance, made his first flight (to Cairo) by pure accident, since he had an urgent business appointment in Cairo. He liked the experience so much that he took up flying again, with the result that he became a pilot. He had started flying in 1920 and had taught five of them, Mr. Van Lear Black, Mr. Quist, Mr. Scholter, Mr. Baldwin and Mr. Parsons.

(Continued on page 11)

AIRMEN IN CYCLE CRASH

EARLY MORNING COLLISION IN KOWLOON

A JOY RIDE?

POLICE OFFICER AMONG THE VICTIMS

A serious motor accident, in which five airmen, a rikisha coolie, and a Police sergeant, were involved, took place in Nathan Road, at two o'clock this morning, just outside houses No. 585-587, Orient Buildings, opposite the Orient Tobacco Manufactory.

The five airmen, all of whom are attached to the Kai Tack Aerodrome at Kowloon City, were riding on a Harley Davidson model combination, when they came into collision with the rikisha, which had as a passenger Sergeant L. Boffan of the Police Training School, a little way past Dundas Street.

Three airmen received serious skin abrasions, namely:

Leading Seaman Stretton.

Corporal Cox.

Leading Aircraftman Tower.

Leading Aircraftman Taylor and Corporal Parsons were not so badly hurt.

The police officer, who was thrown out of the rikisha, received a scalp wound and abrasions to his right hand, which will cause him to be treated at the Kowloon Hospital.

The rikisha coolie was hurt the worst, for he got a bad blow in the back and abrasion to the hip, and had to be taken to hospital in an ambulance. The other injured persons were removed to hospital in a taxi.

Shortly after the impact, Sergeant Boffan, who was hurt, reported the accident at the Mongkok Police Station. As a result, Sergeant Browne arrived on the scene, where parts of the motor cycle were strewn on the road, while the right wheel spokes of the rikisha were in splinters.

Three of the injured men were lying on the road and two on the pavement.

A little past two o'clock, Chief Inspector Aris and Traffic Sergeant Clark attended to the removal of the men to the Kowloon Hospital.

The motor cycle, which had turned turtle, was rendered useless, and had to be pushed to the Kowloon Motor Bus Co.'s garage, where it was parked for the remainder of the night.

A Report To Police

In a report of the accident to the Police Leading Aircraftman Taylor, stated:

"The machine was being driven along Nathan Road from South to North, and when near Dundas Street, the driver (Tower) saw a rikisha going in the same direction. It appeared to witness that there was going to be a collision. The driver of the machine swerved to the right in order to avoid the rikisha but the side car wheel struck the off-wheel of the rikisha, causing both vehicles to overturn."

Grief in Jerusalem

From Jerusalem it is stated that the grief over Lord Balfour's death is perhaps nowhere more widespread and genuine than in Palestine among the Jews for whom the memory of the British statesman who signed his name to the British War Cabinet's Declaration favouring a Jewish national home will forever remain green, no matter how practical the aspects of Zionism will work out.

Their detention at the hospital will, it is hoped, not be of long duration.

The other two airmen, Taylor and Parsons, had their injuries dressed at the hospital, but were not detained.

Other Accidents

Mr. L. Jack, employed by the Standard Oil Company of New York, in a report made to the Yaumati traffic office, said that he was driving in a car along the Cheung-sha-wan Road from south to north yesterday when a Chinese suddenly appeared from behind another motor car and was knocked down.

The victim received bruises to his hands and legs, and was treated at the Kowloon Hospital. Knocked Down by Bus. The Chinese driver of a bus, the Chinese, had an urgent business appointment in Cairo. He liked the experience so much that he took up flying again, with the result that when he was driving along the Nathan Road and driving into a kerb, he was struck by a Chinese.

GREAT LOSS TO NATION

THE PASSING OF LORD BALFOUR

POWER V. CHARM

HAS NOT LEFT A SINGLE ENEMY

Rugby, Yesterday.

H.M. The King has addressed the following telegram to Mr. Gerald Balfour, brother of Lord Balfour: "The death of Lord Balfour will evoke throughout the Empire and many other parts of the world feelings of deep sorrow, which the Queen and I fully share. As Germany is not permitted to build submarines, and the Professor is unable to finance even the construction of a model of the vessel, it is likely to remain on paper unless a foreign power becomes interested."

Professor Flamm says that the new type will be able to carry four six-inch guns compared with one gun, as in the British Oberon Class, but it will only need six torpedo tubes. Furthermore, the vessel will be armoured and have a speed-surface of 22 knots compared with 15 knots of the unarmoured Oberon Class.—Reuters.

FORMIDABLE TYPE OF SUBMARINE

INVISIBLE TORPEDO, 4 6-INCH GUNS & SPEED OF 22 KNOTS

ONLY ON PAPER

Berlin, Yesterday. Professor Oswald Flamm, of Berlin Technical High School, has designed a new type of submarine, claimed to have superior speed and power to anything existing. Its chief weapon is an invisible torpedo, not showing a wake. As Germany is not permitted to build submarines, and the Professor is unable to finance even the construction of a model of the vessel, it is likely to remain on paper unless a foreign power becomes interested.

Professor Flamm says that the new type will be able to carry four six-inch guns compared with one gun, as in the British Oberon Class, but it will only need six torpedo tubes. Furthermore, the vessel will be armoured and have a speed-surface of 22 knots compared with 15 knots of the unarmoured Oberon Class.—Reuters.

PREPARATIONS FOR WAR

WAR MATERIALS FROM FOREIGN FIRM

SITUATION CRITICAL

CHRISTIAN GENERAL ASSUMES NEW POST

Peking, Yesterday.

Further reports indicate that the military conference at Tanyuan on March 18 reached the following decisions:

That the Shansi and Shensi military leaders are to issue a joint circular telegram, requesting Yen to delay his trip abroad; That preparations be made for the coming war;

That subscriptions be raised for military expenses;

That food-stuffs be collected by means of requisitioning;

That politicians be sent out for propaganda purpose;

That doubtful troops be bought over for primary sacrifices;

That Shansi and Shensi (Kuominchun) forces are to move simultaneously, with the main body to attack the Tsin-Pu and Ping-Han lines;

That Feng Yu-hsiang who has accepted the post of Vice C.I.C. be urged to issue a telegram announcing his assumption of office;

That a large quantity of war materials be purchased from a foreign firm and that the Shansi Arsenal be instructed immediately to expedite its output of arms and ammunition.

Another cable intimates that an Allied General H.Q. have been organised at Taiyuan, with Yen and Feng to assume the posts of C.I.C. and Vice-C.I.C.

Kuominchun Re-Organised

Nanking, Yesterday.

According to General Ho Ching-yang, Feng Yu-hsiang has reorganised the Kuominchun into five routes armies, after his arrival at Tungkuan Pass. Chang Wai-ai is to command the 1st Route Army, Sun Liang-cheng the 2nd Route Army, Peng Ping-hsun the 3rd Route Army, Sungs Chih-yuan the 4th Route Army, and Sun Linchung the 5th Route Army.

The two accused in question—Lo Ming and Chan Chung-nam, were represented by Mr. Leo d'Almeida, jun., instructed by Messrs. Geo. K. Hall Brutton & Co.

Further evidence adduced against them this morning was given by Sgt. Foley who said that he raided the third floor of No. 222 Reclamation Street, Yaumati, on January 14. At the rear cubicle he saw the No. 1 prisoner, and during the raid a Chinese constable later brought in the No. 2 man. He was then taken back to the Police Station and when searched the sum of \$900 was unearthened from each of his pockets.

Insp. Fallon said that he was also present at the raid. In one of the pillows belonging to the first prisoner he found \$4,000 and in another \$1,000.

Follow the Whole Day

A Chinese constable, then spoke of following the first prisoner about the whole day before the raid: He saw the man coming out of his boarding house, and there he followed him to the house at Reclamation Street. After waiting for over an hour, the man came out again and, in the company of another man, made his way back to Hong Kong. Whilst on the ferry, the first accused asked his friend to lend him a handkerchief, and, under cover of that, he passed a small bundle to the other.

A Chinese interpreter gave evidence as to the statement the two prisoners made when answering the charges preferred against them.

This closed the case for the Crown, and before calling upon the defence, His Lordship queried Mr. Flitroy as to what the case was against the second prisoner.

Counsel said that the man was found in possession of \$1,800 for which he could not account. Furthermore, the money was the same that was paid over to the first prisoner.

His Lordship pointed out that the man was not charged with receiving stolen money. He was charged with conspiracy in the crime, and unless evidence was produced to show that he had taken part in the transaction, he would be discharged.

His Lordship further questioned Counsel for the prosecution on the first two counts against the first prisoner and made the ruling as recorded above.

The Third Charge

The first prisoner was then held on the third charge, one of threatening to do an injury to a third person if the ransom was not paid, and after Mr. d'Almeida had addressed the jury without calling any witnesses, a verdict of "Gilty" was returned by the jury after brief retirement.

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(Continued on page 11)



Dainty Glasses

N. LAZARUS

Ophthalmic Optician

13, Queen's Road Central.

LEGAL DEFINITION OF CONSPIRACY

CHIEF JUSTICE DISAGREES WITH CROWN ATTORNEY

PIRACY SEQUEL

NO CASE AGAINST SECOND PRISONER

There was an unexpected development this morning at the Supreme Court in the case against the two Chinese charged with obtaining a ransom for the liberation of a Chinese who was captured by pirates during the attack on the *s.s. Dell Maru*.

After the case for the prosecution had closed, the Chief Justice, Sir Henry Gollan, said that the Crown had produced no evidence against the second prisoner. And as far as the first prisoner was concerned, his Lordship said that the Crown had also failed to produce evidence to substantiate the first two counts under which the man was charged.

The two counts in question were one of conspiracy with persons unknown in order to procure a ransom for the liberation of the kidnapped man, and also with obtaining a ransom of \$12,000 for his liberation.

No Agreement Proved

His Lordship held that no agreement had been proved by the Crown to be in existence between the first prisoner and the pirates. Also there was no evidence to show that both of the parties in the conspiracy were within the jurisdiction of Hong Kong.

Mr. H. Somerset Flitroy, Assistant Crown Attorney, contended that if one party was in Hong Kong, it would be sufficient for the case. As to an agreement being in existence, he relied on the evidence of the witnesses who said that the first prisoner had represented himself to be a "representative of the men in the hills."

His Lordship said that would not be sufficient. Unless the other party was also in Hong Kong, a letter, or other evidence must be produced to show that the one in Hong Kong had been communicating with the one outside. Such evidence would then be equivalent to bringing that party within the jurisdiction.

Direction to Jury

His Lordship then struck out the first two charges against the first prisoner, and directed the jury to return a verdict of "Not Guilty" against the second accused. The man was accordingly discharged.

The two accused in question—Lo Ming and Chan Chung-nam, were represented by Mr. Leo d'Almeida, jun., instructed by Messrs. Geo. K. Hall Brutton & Co.

Further evidence adduced against them this morning was given by Sgt. Foley who said that he raided the third

THURSDAY, MARCH 20, 1930.

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NOTICES.

THE BANK OF CANTON, LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY ANNUAL GENERAL MEETING of Shareholders of the Company will be held at the Head Office, No. 6, Des Voeux Road Central, Hong Kong, on WEDNESDAY, the 26th March, 1930, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th March, 1930, to the 26th March, 1930 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,
LOOK POONG-SHAN,
Chief Manager.
Hong Kong, 10th March, 1930.

THE HONG KONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Building, Hong Kong, on MONDAY, 31st March, 1930, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 24th to the 31st March, 1930, both days inclusive.

By Order of the Board of
Directors,
R. M. DYER,
Chief Manager.
Hong Kong, 18th March, 1930.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 24th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of State Registration No. Regd.	Registration No. Regd.	Locality	Boundary Measurements.				Square feet	Annual Rental per square foot	Upset Price
			N.	E.	S.	W.			
New Kowloon Regd. No. 1252.	Adjoining New Kowloon Regd. No. 1252.	Applaud Street.	ft.	ft.	ft.	ft.	\$,770	\$5	£125
			As per sale plan.						

NOTICES.

HONG KONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 22nd March, 1930, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$2 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$1 for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tic Tac men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 17th March, 1930.

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FIRST ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the Undersigned on WEDNESDAY, the 26th March, 1930, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1930, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers.
THE HONG KONG FIRE INSURANCE CO., LTD.
Hong Kong, 5th March, 1930.

THE HONG KONG & SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN

that the ORDINARY YEARLY MEETING of SHAREHOLDERS of the Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on SATURDAY, the 6th April, 1930, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended the 31st December, 1929, and re-electing a Director and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 28th March, 1930, until SATURDAY, the 6th April, 1930, both days inclusive.

By Order of the Board,
F. C. BARRY,
Secretary.
Hong Kong, 17th March, 1930.

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PARENTS HINDER EDUCATION

SCHOOL MASTER'S CANDID SPEECH

"WAH YAN" PRIZE DAY

That parents' fondness for Mah Jongg has more or less been the cause of neglecting their children's education was the complaint of Mr. Ling Hoy-lan, headmaster of the Wah Yan School.

Before Mrs. Tratman gave away the prizes, Mr. Tratman made a short speech thanking the Wah Yan authorities for the honour they had done his wife by asking her to give away the gwards. He said he sympathised with the head master regarding the difficulty of home work—when he was at school he was constantly disturbed when in the midst of a Latin prose not by people playing Mah Jongg but by the shrieks and yells of younger brothers and sisters!

After the prizes were given away the students gave a few musical items which were thoroughly enjoyed by all present.

Attendance

This is the tenth annual report on roll was \$27 (808 in 1928), and the average attendance was 770 (762 in 1928) or 93 per cent. The total number of meetings for the year was 371, that is, seven less than the previous year.

With very great regret I was forced to refuse admission to hundreds of boys both after the Chinese New Year holidays and after the Summer vacation. After admitting some of the boys who passed our entrance examination and for whom I could find accommodation, there was still a waiting list of more than five hundred.

The Staff

In 1929 there were fewer changes in the staff than in former years, and that was all to the good. Mr. Ng Sau-yan, a teacher with many years' experience behind him joined us in January; and at the end of the year Mr. Tong Lung-seung, one of our vernacular teachers, left us. After the annual examinations in December, Messrs. Pun Yau-pang and Wong Seit-lun were transferred to our Kowloon Branch. In

the month of June our Director, Mr. Peter Tsui, went on a holiday to British North Borneo and the Malay Peninsula. When I returned to the Dutch East Indies in July, Mr. Lui Sun-ju acted as headmaster until the reopening of the college after the Summer vacation.

If future, I hope that only those

who have decided to make teaching their profession will join our staff, because when the teachers are constantly changed, it is impossible for the principal to establish uniformity throughout the college. I wish to make the method of teaching the same in all the classes, so that the boys may suffer no inconvenience or loss of time when they are promoted from one class to another. This cannot be realised unless we have a permanent staff.

As usual, I desire to take the opportunity offered by this occasion to thank all the members of the staff for their splendid cooperation and support. I wish in particular to thank Mr. Lui Sun-ju, Mr. W. A. Youngsaye, and Mr. Peter Dragon for their hard work. It was mainly due to their systematic teaching that our boys did so well at the local examinations.

Visits and Inspection

At the beginning of April Mr. A. O. Brown, Acting Inspector of English Schools, visited the college for the purpose of fixing the Rent Grant.

On July 9 Dr. E. M. Minett, Medical Officer for Schools, made her first half-yearly inspection of the college premises and the Boarding Department. On October 17 and 18 Mr. A. R. Sutherland, Inspector of English Schools, visited us and spent two whole days examining every class for the purpose of making his annual report, from which I quote the following:

"The school buildings are well lighted, airy, and kept in very good condition. The equipment is good, the staff adequate and the discipline excellent."

"During the inspection I visited each class, heard Reading Lessons, gave Dictation Tests, oral in the Lower Classes and written in the Upper. I also examined all book work. Dictation Tests were done very well, as was also the written work. Reading is good and has greatly improved since my last inspection, especially in the Upper Classes. Colloquial has also improved. I consider the school very efficient."

Boarding Department

At the earnest request of many parents and guardians of our boys, in order to the sole management of Mr. Wong Yen-pu, was enlarged at the beginning of the year. In the first half of 1929 we had 67 boarders and in the second half we had

66. All the boys are now required to play both indoor and outdoor games and to take part in the various

aspects of school life. Every morning and evening they prepare their lessons under the personal supervision of the warden and other resident masters. Their health is looked after by our honorary house physician, Dr. Tang Yee-yuen, to whom our warmest thanks are due; and during the year there were very few cases of illness. In October they were all vaccinated by Messrs. Cheung Yan-shung and Chan Yee-shan, members of the St. John Ambulance Brigade.

Sports

Our fourth annual athletic meeting was held on May 8 at the South China Ground, Caroline Hill, by kind permission of the South China Athletic Association. The boys competed in no fewer than 29 events. Fung Kwok-wah again won the Senior Championship; and the Junior Championship was carried off by Fung Wing-piu.

Owing to the lack of a playing field our boys could not indulge in such outdoor games as football, cricket, and tennis; however, they made full use of the small playground at their disposal. To enable them to keep healthy and fit, I made them attend the compulsory drill and gymnastics classes which are in charge of Mr. A. J. Mauricio; and during the summer months we had launch picnics for bathing.

Boy Scouts

Our troop of Scouts, organised at the end of 192



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* Maiden Voyage from Yokohama.

TATSUTA MARU Monday, 14th April.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISHIMA MARU Friday, 4th April.

SIBERIA MARU Saturday, 19th April.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.

KANO MARU Saturday, 22nd March.

KATORI MARU Saturday, 5th April.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 26th March.

AKI MARU Wednesday, 23rd April.

MANILA

TENOY MARU Wednesday, 20th March at 4 p.m.

BOMBAY via Singapore, Penang, & Colombo.

† TOTTORI MARU Thursday, 27th March.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

GINO MARU Saturday, 5th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Saturday, 5th April.

NEW YORK, BOSTON via Panama.

† KAKO MARU Friday, 29th March.

† TOBA MARU Thursday, 3rd April.

† LISBON MARU Wednesday, 10th April.

LIVERPOOL via Port Said, Constantinople, Genoa.

† LIMA MARU Monday, 14th April.

CALCUTTA via Singapore, Penang & Rangoon.

† AKITA MARU Tuesday, 29th March.

SHANGHAI, KORE & YOKOHAMA.

AKI MARU (Nagasaki direct) Friday, 21st March.

† BENGAL MARU Saturday, 22nd March.

HAKONE MARU Monday, 31st March.

* Cargo only.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

AMAZON MARU Thursday, 20th March.

ALASKA MARU Monday, 21st April.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.

LAPALATA MARU Friday, 21st March.

BUENOS AIRES MARU Friday, 25th April.

BOMBAY—via Singapore & Colombo.

MEIGEN MARU Saturday, 22nd March.

SHUNKO MARU Thursday, 3rd April.

DUBAI, LOURENCO MARQUES, BEIRAH, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—via Singapore & Colombo.

CANADA MARU Monday, 31st March.

SALCUTA—via Singapore, Penang & Rangoon.

TACOMA MARU Friday, 4th April.

VICTORIA, SEATL, TACOMA & VANCOUVER—via Japan Ports from Shanghai.

ARIZONA MARU (from Shai) Tuesday, 15th April.

MELBOURNE—via Manila, Brisbane & Sydney.

MADRAS MARU Monday, 7th April.

NEW YORK—via Japan ports, San Francisco & Panama.

HAVRE MARU Friday, 4th April.

JAPAN PORTS.

SEATTLE MARU Saturday, 22nd March.

INDUS MARU (via Amoy) Thursday, 27th March.

KEELUNG—via Swatow & Amoy.

HOZAN MARU Sunday, 23rd March, Noon.

CANTON MARU Sunday, 30th March, Noon.

TAKAO—via SWATOW & AMOY.

DELI MARU Thursday, 27th March, 10 a.m.

TAKAO & KEELUNG.

BATAVIA MARU Thursday, 10th April.

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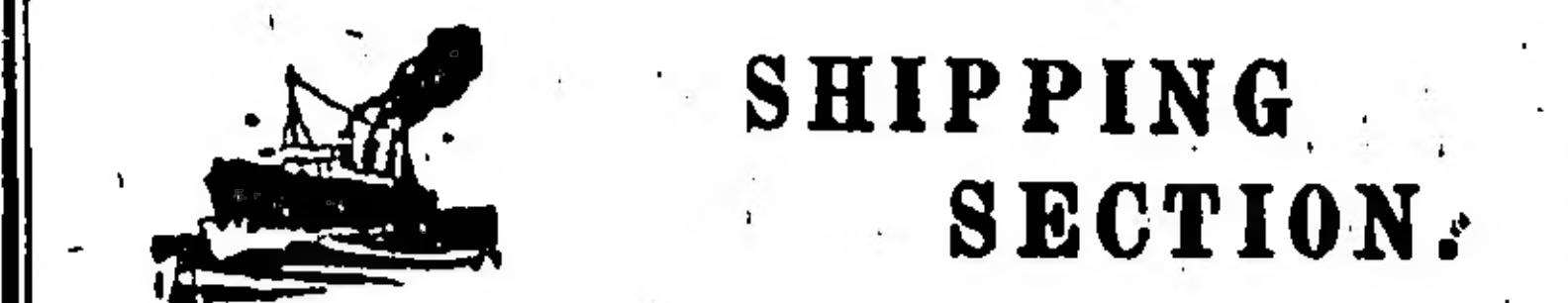
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COASTAL SHIPPING

LATEST CHANGES IN PERSONNEL

Captain R. H. Fairley, of the Chinkiang, has gone master, Chengtu.

Captain J. D. Whyte, of the Chengtu, is on reserve.

Captain J. S. G. Brown, of the Woosung, has gone master, Ngankin.

Captain J. Legge, from reserve has gone master, Woosung.

Captain J. H. Hodgkiss, of the Ngankin, is on reserve.

Mr. J. W. Jenkins, chief officer, Suyang, has gone master Yunnan.

Mr. T. P. Beatty, chief officer, Talyuan, has gone chief officer, Tsinan.

Mr. T. E. Rees, second officer, Suyang, has gone acting chief officer, Kueichow.

Mr. A. E. F. Smith has been appointed second officer, Suyang.

Mr. E. G. Benson, chief officer, Kueichow, is on home leave.

Mr. J. Kelly, second officer, Ningpo, has gone second officer, Taming.

Captain A. Sinclair, from home leave, has gone master, Mingang.

Captain N. Cook, of the Mingang, is on reserve.

Mr. D. Hall, third officer, Tingsang, is on reserve.

Captain A. V. Harcourt, of the Shu Kwang, is on reserve.

Mr. T. A. Lupton, chief officer, Fu Kwong, has gone master, Shu Kwang.

Mr. G. R. Wensley, third engineer officer, Tean, is on reserve.

Mr. L. Mansing, from reserve, has gone third engineer officer, Tean.

Mr. E. J. Granger, second engineer officer, Chakson, is on reserve.

PIRACY

THE TAI SHAN

FIRST VISIT TO HONG KONG

The m.v. Tai Shan, paid her first visit to Hong Kong yesterday, arriving from Manila at 4.30 p.m.

She is one of the five new ships on the New York-Oriental run, via Panama, Japan, Shanghai, Hong Kong and Manila. Built in 1929 at Kiel, the Tai Shan is owned by Wilh-Wilhelmsen. She has a gross tonnage of 6,700, and a net tonnage of 4,057. The crew consists of 42 Europeans, and Captain Christensen is in command.

The measurements of the ship are length 460 feet, beam 60.4 feet, and depth 42.9 feet. Messrs. Dodwell and Company are the local agents.

The Tai Shan brought 50 tons of general cargo to Hong Kong and has 6,324 tons for other ports. She leaves for Shanghai at 5 p.m. today.

BOAT MASTER'S LOSS

SACKS OF HUSKS STOLEN WHILE SLEEPING!

In a report made to the Water Police Station this morning, Kwong Cheung-wing, master of a cargo boat lying in the Yaumati Typhoon Shelter, stated that at about 3 a.m., while he was sleeping on board, some one stole 20 sacks of husks, valued at \$90.

PIRACY

(Continued from Page 1.)

In passing sentence on the prisoner his Lordship said that he was fully in accordance with the verdict. The prisoner had lent himself as an instrument to the pirates, and the offence was a very serious one. The maximum penalty was five years' hard labour, but the sentence which the Court was going to impose would be three years' imprisonment with hard labour.

Prisoner, after receiving his sentence, asked to be allowed to make a statement. This was denied him after it had been ascertained that the statement only referred to the Magisterial proceedings.

COUNSEL PULLED UP

Yesterday afternoon in cross-examining Mr. Chau Man-king, the man who represented the people in Shanghai in the negotiations, Mr. D'Almada asked: "You have never been a pirate, have you?"

Witness: Never.

CHEIF JUSTICE (to Mr. D'Almada).—Isn't that a question you ought to put very carefully, unless you have instructions? Have you any instructions?

Witness: No my Lord.

What right have you got to suggest that this gentleman was a pirate when you have no instructions or facts?—I didn't mean to suggest that he was a pirate. Perhaps the question was put in an unfortunate manner.

Chief Justice (to Mr. D'Almada).—It was very wrong. Witnesses come into this Court and witness-box to perform a very serious public duty and they are not to be exposed to baseless and false attacks of that kind.—I withdraw the question, my Lord. I am very sorry I have put it.

WARSHIPS IN PORT

British warships in port this morning were:—

In Basin of R.N. Dockyard: Tamar, Bridgewater, Sandwich, Iroquois Herald.

North Arm: Kent.

West Wall: Suffol.

In Dock: Moh.

No. 7 Buoy: Serapis.

No. 12 Buoy: Sepoy.

Foreign men-of-war in port were:—

French Gunboat Vigilante.

Chinese Gunboat Kien

P. & O.-British India Apcar and Eastern & Australian Lines

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S. S.	Tons	From Hong Kong About	Destination
RAWALPINDI	16,019	1930 29th Mar. 1st April	Bombay, Marseilles & London.
MALWA	10,980	12th Apr.	Bombay, Marseilles & London.
RAJPUTANA	16,658	26th Apr.	Bombay, Marseilles & London.
*BELTANA	—	3rd May	Marseilles, London, Hull, Rotterdam
KASHGAR	9,005	10th May	Marseilles, London, Hull, Rotterdam & Antwerp.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Ekdaval Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	From Hong Kong About	Destination
TILAWA	10,008	1930 20th Mar. 2nd April	Singapore, Penang & Calcutta.
TALAMBA	8,918	30th Mar.	Singapore, Penang & Calcutta.
*TAKADA	9,445	1st Apr.	Singapore, Penang & Calcutta.
*TALMA	10,000	16th Apr.	Singapore, Penang & Calcutta.

*Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	From Hong Kong About	Destination
*ST. ALBANS	4,500	1930 4th Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,953	2nd May	
TANDA	6,956		

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated offers.

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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
*NAGPORE	5,283	1930 20th Mar. Noon	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	25th Mar.	Amoy, Shai, Moji, Kobe & Osaka.
*MIRZAPORE	6,715	25th Mar. 4 p.m.	Shanghai, Moji & Kobe.
RAJPUTANA	16,568	23th Mar.	Shanghai, Kobe & Yokohama.
SHIRALA	7,841	5th Apr.	Amoy, Shai, Moji, Kobe & Osaka.
*BELTANA	—	6th Apr.	Shanghai, Moji, Kobe & Yokohama.
*KHYBER	9,114	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKLIMA	7,936	8th Apr.	Amoy, Moji, Kobe & Osaka.
NELLORE	6,858	8th Apr.	Moji, Kobe & Yokohama.
KASHGAR	9,005	11th Apr.	Shanghai, Moji, Kobe & Yokohama.
MANTUA	10,946	25th Apr.	Amoy, Moji, Kobe & Osaka.
TILAWA	10,000	28th Apr.	Shanghai, Moji, Kobe & Yokohama.
*LAORE	5,304	5th May	Amoy, Moji, Kobe & Osaka.
KHIVA	9,185	9th May	Shanghai, Moji, Kobe & Yokohama.

*Cargo only. + Not carrying passengers.

All dates are approximate and subject to alteration without notice.

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Hong Kong, April 1, 1930.

PARENTS HINDER EDUCATION

(Continued from Page 3.)

many failed as a result of the new regulations governing the Mathematics section; but Chinese was responsible for most of the failures.

Chinese will continue to be a stumbling block to those who wish to join the local University, if the Chinese elementary schools in Hong Kong persist in trying to meet 20th century requirements with results obtained through the application of 10th century methods.

The old system of Chinese education was to stuff a student's mind with information, especially with the classics. This antiquated system started with the assumption that the major purpose of childhood was to prepare for adulthood. The study of the classics was regarded as sacrosanct, inviolable, and unchangeable. Childhood and youth were spent in memorising literary compositions, which were very often unexplained and but vaguely understood by the teachers themselves. The old educators forgot that the human mind automatically eliminates everything that is not used, and that textbook information has no special immunity but goes the way of all unused mental lumber. They assumed that what was good enough for the 10th century would be good enough for the 20th. They did not know, or refused to know, that the world was rapidly changing, and that information relative to the world would have correspondingly to change, if it was to be of any use.

For centuries Chinese scholars have taught nothing but the wisdom of the ancients. This cannot, in the very nature of things, go on indefinitely. I do not wish to discourage, in any way, the study of the "Four Books," which belongs to those works which are far above criticism, and which are apprehended not so much by the intelligence as by the spirit. One cannot find a single coarse sentiment expressed in the "Four Books," and that is more than one can say of other famous world classics. More than any other single factor it has helped to preserve Chinese ability, culture, and civilization to the present day, while other contemporary cultures, continental in scope, have vanished so utterly that they do not survive even in the long memory of vague legend. What I strongly deprecate is the enormous amount of time spent in memorising the "Four Books" and other Chinese classics. Modern education deals with every branch of human knowledge. When so much time is taken up by the classics, there is very little left for the study of anything else. Everybody who has anything to do with education in China knows that the average Chinese boy of twenty has a very small fund of general information and is at a great disadvantage when compared with a European or American boy of the same age.

Modern education has assumed in these times a special character which the Chinese cannot ignore. While proposing, as the chief end it has in view, the information and the development of the pupil as well as the development of his habits and character, it gives less importance than it formerly did to the cultivation of the memory. It makes use chiefly of methods calculated to exercise the understanding, to lead the student to reflect and reason upon facts, and to leave the domain of words to enter upon that of ideas.

Search For a Solution

The leading Chinese educationists are now faced with the difficulty of finding a solution to a very complicated problem. They have to decide whether the Chinese students of the future should be bilingual or the Chinese language should be made a less refractory medium through which to give instruction in all the modern sciences. At present a Chinese boy is greatly handicapped by having not only to study his own language, which is the hardest in

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Pres. McKinley Mar. 25 6 p.m. Pres. Grant ... Apr. 8 p.m.

Pres. Jefferson Mar. 29 6 p.m. Pres. Lincoln ... Apr. 12 6 p.m.

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Hong Kong, Thursday, March 20, 1930.

WAKE UP, BRITAIN!

The recent statement by Mr. F. Montague, Under-Secretary of State for Air, that Great Britain would pursue an "unprovocative" air policy may seem to some observers to be an unwise course for an Empire which would of necessity have to rely upon its air fleets in the event of a sudden crisis. It may please the pacifist members of the Government as well as its supporters, and it must assuredly delight the war-plotters in Moscow, to realise that Great Britain has sunk to a fifth air Power, and those of us who see the folly and the shame of this can only bow our heads to the inevitable. Our only hope can be that war may be stayed off for some years; at least, until the electorate gains sufficient patriotism and common sense to put in power a Government which is not anti-Imperial in its every action.

Where we should protest, however, is in the failure of our civil air services to compete with the Dutch and German lines.

In an interview which a *China Mail* representative had yesterday with Mr. J. B. Scholter, the chief pilot of Mr. Van Lear Black's Fokker aeroplane, the weaknesses in the British air services were very trenchantly pointed out, and, in the main, we admit with no small chagrin that the criticisms were true. It appears that we are unable to compete with the Dutch lines because we cannot design machines of sufficient

power and speed. It is no matter of which to boast, surely, that in future the machines to be used by the Imperial Airways are to be built according to the Fokker design. It cannot be that we do not possess the factories or the designers able to produce machines equal to and even exceeding those of other countries, and when we consider the support which Continental manufacturers receive from their respective countries, the reason for their superiority in this connection is not difficult to perceive. Instead of devoting the moneys of the taxpayer to progressive schemes of shipbuilding and aeroplane construction, the British Government prefers to waste thousands of pounds in entertaining the delegates of competitive countries to a conference the outcome of which can be little more than futile.

Instead of advocating expenditure on artificial schemes for the absorption of the British unemployed, Mr. Thomas would be taking a sane step toward commercial progress if he were to formulate a scheme for the development of British air services. Any other country but ours would long ago have established air mail and passenger services from Britain to Hong Kong and Australia. At present one is obliged to travel as far as Karachi before it is possible to journey home by air. Even yet there is not through passenger service from Karachi to Calcutta. This journey, which takes the Imperial Airways three stoppages to achieve, can be covered; it has been demonstrated by Dutch fliers, in one journey.

For over two years the Royal Dutch Air lines have had regular mail services to the East Indies and, if the British lines are not more wide awake, they will find soon that some Continental Power has cut the grass under their feet.

There is a limit even to patriotism, and if British business men with connections out East find that the Imperial Airways have no intention of improving their present services, they will not hesitate any longer to employ foreign lines. Perhaps a shock of this description is needed before the conservative policy which has always hampered British commercial enterprise will change to a more progressive course and enter into competition with the same zeal and determination that has animated the Schneider Cup fliers and such

machines of sufficient

News in Brief

Two cases of smallpox were notified yesterday.

H.M.S. Kent will sail to-day for Shanghai via Coast Ports.

The Portuguese cruiser Adamastor will arrive here this afternoon.

An elderly Chinese was this morning charged before Mr. R. E. Lindsey with the unlawful possession of 204 taels of raw non-Government opium on the first floor of 17, Cross Street, West Point. The Magistrate imposed a fine of \$7,000 or six months' hard labour.

Medical evidence was taken by Mr. T. S. Whyte-Smith, at the Kowloon Magistracy yesterday afternoon, in the case in which four Chinese are charged with the alleged murder of an aged Buddhist priest at 3 Shapo Road on February 13. The case was again adjourned.

The Bishop of Victoria proceeded on leave yesterday. During his absence the Dean will act as commissary for English work and Archdeacon Mok as commissary for Chinese work. During the absence of the Dean on short leave the Rev. W. W. Rogers will take his place as commissary for English work.

Professor W. Brown, M.A., B.Sc., F.R.S.E., A.M.I.E.E., will address the Arts Association of the Hong Kong University on "The Maccaean Period in the History of Palestine," on Monday at 8.30 p.m. in the Union Assembly Room of the University. The lecture is open to the public, and all interested are cordially invited.

A spaniel dog belonging to Mr. A. B. Purves, of No. 174 The Peak, yesterday bit Miss Betty Richards, daughter of Mr. D. M. Richards, who lives next door. The girl received treatment at the Peak Hospital whilst the Police removed the dog to the Kennedy Town depot for observation. It is understood that there is no suspicion of rabies.

HUNGER STRIKE

Echo of Financial Scandal

Paris, Yesterday. Madame Hanau, who eighteen days ago began a hunger strike as a protest against her prolonged detention in prison in connection with the Gazette du France financial scandal, was forcibly fed in hospital for the first time to-day.

She was very weak, and had been suffering extreme pain, but resisted to the utmost, eight persons being needed to effect the operation.

Madame Hanau subsequently vigorously protested, and declared she was determined to die sooner than again submit to such an operation.—Reuter.

Again Forcibly Fed

Paris, Yesterday. Following the receipt of a medical report the courts rejected an application for the provisional release of Madame Hanau. She was again forcibly fed this evening, but in spite of the nourishment she remains very weak.—Reuter.

HON. M. M. MARLER

Received by Dr. C. T. Wang at Nanking

Nanking, Yesterday. The Canadian Minister to Japan, and Mrs. Marler, who arrived this afternoon from Shanghai, will be entertained by Foreign Minister and Madame Wang in the evening; the guests include Ministers T. V. Soong and H. K. Kung, and the Canadian Trade Commissioner of Shanghai, Hong Kong and Batavia.—Canton News Agency.

CONSTABLE'S DEATH

The death occurred at the Government Civil Hospital at 4.15 this morning of a Chinese constable, Choi Sze, who was admitted to hospital on March 14 suffering from fever.

The deceased, who was a native of Luk Tsai village, Hoifung, joined the Police Force at the age of 24 on November 13, 1926, and had done duty at Central, West Point and Hunghom. It was in the latter district that he was removed to hospital.

He was the holder of the First Aid certificate. He is survived by his wife, who lives in Bridges Street.

A letter written in 1805 describing the action off Cadiz between the British Fleet and the combined fleets of France and Spain has been presented to Plymouth Museum by Sir Leicester Harnsworth and Mr. Harold Harnsworth.

A woman, later identified as Mrs. E. H. Elliot-Pyle, of S.W., died in the stalls at the matinee performance of "Michael and Mary" at St. James's Theatre and died.

COLLAPSE OF A VERANDAH

SHORING OPERATIONS JUST TOO LATE

NO CASUALTIES

At about 2.20 p.m. yesterday, a portion of the tile verandah of the second floor of 58, Stanley Street, measuring six feet by four feet, collapsed into the street. Fortunately no one was injured.

The floor where the collapse occurred is occupied by Mr. Yeung Hor-chun, compradore of the Hong Kong Club, whilst the owner of the house, Mr. Cheung Hin, lives on the top floor.

Inquiries made by a *China Mail* representative elicited the information that the verandah was discovered to be unsafe earlier in the afternoon, and workmen had been sent for to put up shoring. The verandah collapsed, however, before the workmen arrived.

The Bishop of Victoria proceeded on leave yesterday. During his absence the Dean will act as commissary for English work and Archdeacon Mok as commissary for Chinese work. During the absence of the Dean on short leave the Rev. W. W. Rogers will take his place as commissary for English work.

TOO MUCH GAS

Queer Motive for Ending Life

LEAP FROM A HOTEL

A Chinese, whose age is estimated to be about 25, yesterday committed suicide by jumping from the roof of the Melchow Chow Hotel, 214 Des Voeux Road Central.

Death was instantaneous as the man's spine was fractured. In falling, his body narrowly missed a Chinese woman who was walking on the tram track.

Detective-Sergeant to M. Flattery had the body removed the mortuary, where two letters were found in one of the pockets of the dead man's coat. One was addressed to an employee of the Gas Company, and the other to the Central Police Station at Canton.

Rambling Letter

The Gas Company letter has not yet been translated, but the one addressed to the Canton Police gave a probable clue to the cause of the suicide. It was a rambling statement obviously written by one who was not in his right mind, but it was gathered that the writer had been employed as cook by the Kwong Lee Import and Export firm, Connaught Road, and had been dismissed because, it alleged, he used too much gas. This seems to convey the impression that he was required to cook with gas.

Whatever the cause of the unfortunate man's dismissal, wastage of gas appeared to have preyed on his mind and eventually led to his suicide.

It was not known at the Melchow Hotel, where the man was unknown, how he managed to get to the roof unobserved by anyone.

RIDING IN CIRCLES

No Place for Them in Kowloon

DANGEROUS PRACTICE

"I think it is no place for push bicycles in Kowloon." So stated Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, when he fined a Chinese \$10 for riding in circles in Jordan Road near Shanghai Street.

The defendant pleaded that he was learning to ride, and to this his Worship pointed out that it took a learner usually all one's time to keep straight rather than go in circles.

Sgt. Barnicle pointed out that that part of Jordan Road was very dangerous and was not a street where one should learn to ride a bicycle.

His Worship indicated that he could think of no road that one could learn in, as Kowloon had so much traffic now.

Another Chinese cyclist was also fined \$10 for riding on the wrong side of Shanghai Street.

TWO MEN ON A BIKE

Unexpected "Tuition Fees"

An original method of learning to ride a bicycle was mentioned before Mr. Whyte-Smith at Kowloon Magistracy this morning, when two young Chinese were charged with riding to their own, and the public danger in Argyle Street.

The youth who had hired the bicycle was acting as tutor, whilst his pupil was seated upon the handle-bars, with his hands upon them.

His Worship, who seemed interested to hear of this novel mode of tuition, was asked the class \$5 each, or seven days' jail in default.

Another rider, who had made "two circles" when arrested, was fined \$10, or 14 days' jail.

TWO INTIMIDATORS

Threatening Letter to Late Employer

MORE FOOLS THAN KNAVES

Two Chinese, one a youth of about 15, were charged before Mr. A. W. G. H. Grantham, to-day, with intimidation.

According to Inspector J. Murphy, of the Secretariat for Chinese Affairs, both accused had formerly been employed by Mr. Leung Sau-sang, manager of the Tai Lo Tin Hotel, who was the complainant in the case.

First accused held a fairly responsible position, whilst the youth was a waiter. After they were dismissed, both accused visited the premises and asked to be re-engaged. Mr. Leung turned the first accused out, but gave the youth work as a lift boy.

This job was less remunerative than that of waiter and the youth was apparently discontented. He had a meeting with first accused and together they went to a Chinese newspaper shop at 25 Hollywood Road where first accused dictated a letter to the youth who, after writing it, addressed it to Mr. Leung.

In the letter Mr. Leung was threatened with injury and accused at the harbourer of sly women. After stating that the writer would employ men to assault Mr. Leung, it ended by wishing that after reading the letter, Mr. Leung would die of consumption.

Mr. Leung wisely communicated with the Police and accused were arrested.

In convicting the accused, Mr. Grantham said that he was inclined to regard them as more fools than knaves and therefore he would not impose a heavy penalty.

First accused was ordered to pay a fine of \$25 or go to jail for three weeks, whilst the youth was ordered to receive nine strokes of the birch.

SMUTS & NEGROES

Words That "Cut Them to the Heart"

Addressing a meeting held under the auspices of the Civil Forum in New York recently General Smuts dealt with the effects of imposing white civilisation upon the negro.

To break down the system that prevailed in Africa was easy, but it was impossible to substitute a European or any other system for it, he said.

Why should they standardise humanity? The system they ought to build up in Africa should be one based on African foundations, and they should leave the natives in their villages with their dancing and their songs.

He contended that the African aborigine, when he had severed contact with his tribe, quickly adopted the vices of the white man.

A negro quartet sang plantation melodies, and General Smuts praised them, adding that the negro was the most patient of creatures.

Dr. Roberts Russo Moton, a negro, and the President of the Tuskegee Institute, took exception to the last words of General Smuts, saying that they cut to the heart every negro in the hall.

General Smuts, interposing, said that he had used the words in praise of the negro, from whose patience he thought white people might learn something.

COMMUNAL STRIFE

NAVAL CONFERENCE

France and Italy Still the Obstacle.

SITUATION UNCHANGED

Rugby, Yesterday.
The Prime Minister Mr. Ramsay MacDonald, and the First Lord of the Admiralty, Mr. A. V. Alexander, were the guests of Mr. H. L. Stimson, the head of the American delegation, to-day at luncheon. Other members of the American delegation were present. The affairs of the conference were closely discussed and later in the afternoon the conversations were resumed at St. James's Palace. Mr. Stimson and Mr. Dwight Morrow and Mr. MacDonald and Mr. Alexander being joined by their experts for this discussion. The meeting was one of many that have been held since Sunday, but the general situation that confronts the conference remains unchanged. Determination is expressed to exert all endeavours to resolving the French and Italian difficulties, which constitute the chief obstacle to progress towards a five Power agreement, which remains the sole object of the conference.—British Wireless Service.

Japan's Attitude

Tokyo, Yesterday.
Reports of opposition to the proposed naval terms are not confirmable, and are highly improbable. It is believed a final decision will be reached on March 22.—Reuter.

Unacceptable To Japan

Tokyo, Yesterday.
The opposition reports refer to reports published in London from Japan to the effect that the American proposals are unacceptable to Japan.—Reuter.

A Surprise

London, Yesterday.
A surprise was caused in Naval Conference circles last night when it was learned that M. Briand had decided to return to Paris to-day.

Mr. Ramsay MacDonald immediately arranged to see M. Briand and a prolonged discussion ensued. M. Briand may return with M. Tardieu at the week-end.—Reuter.

Earlier Cables

London, Yesterday.
The deadlock at the Naval Conference persists, owing to the Franco-Italian dispute regarding parity.

Experts are working daily to find a solution, stimulated in this by the activities of Mr. MacDonald, in his capacity as chairman.

A British spokesman to-day said that Mr. MacDonald had instructed him to describe as "absolutely and gratuitously false" a newspaper report of a difference between Mr. MacDonald and Mr. Stimson as regards the Japanese-American understanding. He declared that Great Britain throughout was cognisant of the Japanese-American negotiations, of which she entirely approves.

Mr. MacDonald still hopes for a five-Power pact, but this depends on the discovery of a formula to overcome the Franco-Italian deadlock.—Reuter.

OBSCENE BOOKS

Heated Debate in U.S. Senate

"ROTTEN" LITERATURE

Washington, Yesterday.
Twelve hours of heated debate in the Senate terminated in the adoption of an amendment to the existing law against obscene books and pictures, empowering the Customs officials to refuse entry to immoral works, thereby reverting to the regime existing two months ago before the amendment of the Tariff Bill made the District Courts arbiters of obscenity.

Senator Smoot, high Mormon official, led the discussion. His desk was piled with books, from the classics to modern novelists, whose hearts, according to Mr. Smoot, were "rotten and as black as they could possibly be"—Reuter's American Service.

SIR V. CAILLARD.

Death of Well-Known Industrialist

London, Yesterday.
The death is announced in Paris by Reuter of Sir Vincent Caillard, a son of Judge Caillard and Emma Louise Reynolds, whose mother was first cousin of Lord Beaconsfield.

Sir Vincent, who was 74 years of age, was appointed Assistant Commissioner for Britain on the Montenegrin Frontier Commission in 1879, and also served on the Intelligence Department in Arabia and in the Egyptian campaign of 1882.

He was President of the Federation of British Industries and has published several works on Fiscal Reform and music.—Reuter.

SNOW IN BRITAIN

Wintry Weather Holds Up Shipping

AIR LINES DISLOCATED

Rugby, Yesterday.
Wintry weather prevails over the greater part of the British Isles, more or less heavy snowfalls being reported. Owing to a snow-storm in the Channel the air services were dislocated. No machines left Croydon this morning and two air liners flying from Paris to London, finding it impossible to get across Channel, landed near the French coast. Early this afternoon, when the weather cleared a little, several machines crossed the Channel. Shipping was delayed in the Channel and gun signals were fired from the Admiralty Pier at Folkestone to guide passing vessels.—British Wireless Service.

REASON OF FAR EAST FLIGHT

(Continued from Page 1.)

years ago he made a successful flight to the Dutch East Indies and thus paved the way for the present mail service.

Caught in Monsoon

Mr. Scholter related a dramatic incident in connection with that trip. When they arrived at Karachi the Imperial Airways officials told them that they could not possibly go any further south, as a monsoon was expected. "I determined to go, however," declared Mr. Scholter, "in spite of the fact that the officials called us damned fools." As a result, they braved the monsoon and reached Batavia unharmed, much to the chagrin of the Imperial Airways Officials, who "got it in the neck" for hesitating to do what the Dutchmen had achieved without a hitch.

"Scared Stiff"

"They are scared stiff of us; that's the trouble," he added. "They know that we can do the journey in better time and are afraid that we are after the mail contract. That, of course, is nonsense."

"All that we desire to establish is a fast air-service to our colonies. We cannot do that satisfactorily unless you grant us better facilities for landing in India."

The only cardinal difficulty in regard to Far Eastern air services that I can see," emphasised Mr. Scholter, "is that good ground organisation is lacking. By that criticism I mean, the landing places that exist are not sufficiently large for a plane of considerable size. In the majority of cases the hangars are too small, and we had on several occasions to leave our plane in the open. When Mr. Van Lear Black crashed at Calcutta last year whilst landing (owing to the soft condition of the ground) the machine was smashed to pieces in a cyclone, having been left in the open as there was no hangar large enough to house it."

A Stop Needed

Mr. Scholter remarked that the non-stop run from Hankow to Hong Kong would be a strain if a commercial service were opened. A stop half way was really required for fuel, although the tank capacity of their machine was 500 gallons, which would take them over 500 miles. The main idea of a commercial flight, however, was to carry as much freight as possible, and fuel, food supplies and spare parts, which took up so much valuable space and weight, were vital necessities where no half-way stop was made.

Perfect Safety

In his opinion long flights were now indisputably safe, and one of the objects of Mr. Van Lear Black's trip had been to demonstrate the advantages of air services in speed combined with perfect safety. In their machine they had three engines, so that in the event of one of these defaulting, they could without anxiety rely on the two others, or even upon a single engine, provided they had little fuel and cargoes aboard.

It is a great pity and to me a cause of astonishment why British aeroplane manufacturers are unable to design large and speedy machines," declared Mr. Scholter.

"They have had to admit defeat, like 17 other countries, including France, the United States, Germany, Italy and Russia, and the Imperial Airways are to obtain a licence to construct their planes according to the Fokker design." The secret of Fokker's success, he added, was in the wings, which the designers of other countries could not master.

To Leave on Saturday
Mr. Van Lear Black and his companions are staying in the Colony until Saturday morning, March 22, when they hope to resume their flight to Shanghai, Korea and Tokyo. At Tokyo they

ROUND THE CINEMAS

New "Talkie" at the Queen's Theatre

"THE TRESPASSER"

That very accomplished actress Gloria Swanson is "heard" for the first time in "The Trespasser," which is the present attraction at the Queen's. Miss Swanson is, of course, already famous for her beautiful frocks. Now, in the new "talkie" one has the pleasure of hearing her in song, as well.

"The Trespasser" has some highly dramatic scenes, in which the star is seen to great advantage. The story concerns a woman's fight against apparently overwhelming odds, and her final triumph.

The theme, while not altogether new, is worked out in an interesting manner, and "Gloria's" countless admirers will no doubt agree that she has rarely been so well cast as in this picture.

Miss Swanson is supported by a powerful company, and altogether the film is one well worth "seeing and hearing."

"EASY COME, EASY GO"

Dix Turns Troubles Into Roaring Laughs

Having a large amount of money which one does not own but which one cannot rid oneself of may cause serious problems. This is the one difficulty which Richard Dix turns into a roaring comedy in his latest picture, "Easy Come, Easy Go."

This picture will be the chief attraction at the Majestic Theatre, Kowloon to-day.

The problem is one of honesty. Dix has the money, can't get rid of it, and yet feels he isn't entitled to it.

"Easy Come, Easy Go" was adapted from the stage play by Owen Davis. It concerns the activities of a young American, who is imbued with the theory that honesty is the best policy. However, he assists, unwittingly, in a bank hold-up and, on learning of how the money has been stolen, he endeavours to return it to the rightful owners.

Because the President of the Bank believes Dix to be a crazy millionaire and because Dix cannot get his hands on the money at the proper time, the theme furnishes some surprisingly funny situations.

MR. PEPYS IN HONG KONG

This day, on rising do find the weather turbulent and such a downpour of rain as I have not seen these many days. But to my discontent the water do cease to run in the pipes of my house, which sorely irked me. For in any case the Authorities do make the stop-cock so that no water flows in the public mains from six of the clock till that hour next day. Which do seem a mighty grievous thing, that there should be so much water outside the house but not a drop within.

Down to the office, but little doing so to the Club, where I find Mr. Prodgers who tell me that in Kowloon water do run all day and all night long. At which I mighty furious for the unfare way the Authorities do make one rule for Kowloon and one for the Peak. At which Mr. Prodgers do say that the people of Kowloon do wash more than they upon the Peak. The which I have in some suspicion though may be there because And after Mr. Hannibal comes in with Mr. Goss, and we fall to talking of the play. And both mighty anxious that the people who do come to the Play-House do come at the proper hour which is nineteen fifteen of the clock. For it is a shame that people should push their way to the seats while those in time do wish to watch the play but cannot for their passing. And we all say that it do lose a position that he do irks his fellow men for sheer sloth or gluttony at the table. And I do vow to sit at meat not later than seven-thirty of the clock each night of the play. Later Mr. Goss do tell me that the musicians of his frigate do come to the Play House to discourse music between acts. Which is as merry a thing as I heard these many days for Mr. Harrison and his musicians do discourse mighty sweet-music, as I remember when I did sup aboard the frigate, and they play as well as ever I heard. And Mr. Noel Coward do say so too. Thence to the Peak where I do play at cartes and lose, to my infinite vexation. And so to bed.

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SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions

To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.

To-day—Tea Dance at Peninsula Hotel, 5 p.m.

To-day—Dinner Dances at Hong Kong, Repulse Bay, and Peninsula Hotels, 8.30 p.m.

To-morrow—Dinner Dances at Hong Kong Hotel, and Peninsula Hotel, 8.30 p.m.

To-morrow—Institution of Engineers and Shipbuilders, Dinner, 8.30 p.m.

To-morrow—Dance, Peak Club, Entertainment.

To-day—Queen's Theatre, "Trespasser."

To-day—Star Theatre, "Four Walls."

To-day—World Theatre, "Robinhood."

To-day—Majestic Theatre, "Easy Come, Easy Go."

To-day—Helena May Institute Concert, 5.30 p.m.

March 22, 25, 26 (matinee), 27, 28, and 29.—A.D.C.—"And So To Bed," Theatre Royal, 9.15 p.m.

Land Sale

March 24—At P.W.D. Offices, one lot of Crown land at Shamshui-poo, 3 p.m.

Auctions

March 22—At H.K. & K. Wharf, Godown No. 47, Miscellaneous goods, and Chinese provisions 11 a.m.

March 25—At Latichik Installation of the Standard Oil Co., storehouse material 10.30 a.m.

Sports

See Special Sports Diary on page 9.

Meetings

To-morrow—St. George's Society, General Chamber of Commerce, 5.30 p.m.

March 22—Hong Kong Realty & Trust Co., Ltd, meeting, Exchange Bldg., 11.30 a.m.

March 26—Hong Kong Fire Ins. Co., Ltd., Messrs. Jardine's Offices, noon.

March 29—A.S. Watson & Co., Ltd., Hong Kong Hotel, 11.30 a.m.

March 31—H.K. and Whampoa Dock Co. Ltd., 2, Queen's Bldg., noon.

April 26—Hong Kong Tug and Lighter Co., Ltd. (In liquidation), 6, Des Voeux Road Central, Noon.

May 5—Hong Kong & Shanghai Hotels Limited, Exchange Bldg., Des Voeux Rd., 11.30 a.m.

Miscellaneous

To-day—Central British School Prize Distribution, 5.30 p.m.

To-morrow—French Convent prize distribution, 11 a.m.

March 27, April 3, 10.—Lectures in "Modern Architecture" by Mr. C. E. Moore, University Engineering Society.

POLICE FORCE

Medals for Europeans

and Orientals

His Excellency the Officer Administering the Government will inspect the Police Force in the Central Station compound on March 28, at 3 p.m.

Medals will be presented at the parade to the following European and Oriental members of the Force:

Chief Detective Inspector A. N. Reynolds, third class medal for zealous and diligent work during the past two years and a half, especially while acting as Chief Detective Inspector during the year 1929; Inspector Richard Lanigan, fourth class medal for long and faithful service; Sergeant Inder Singh, Principal Chinese Detective Lal Sui, Sergeant Major Tang Kai, and Chief Engineer Mok Kam, and Engineer Lu Shing, (Water Police), fourth class medals for long and faithful service.

His Excellency the Officer Administering the Government has commanded Police Sergeant O'Donovan for efficient and zealous work in the investigation of activities of Communists in the Colony.

Billy Bennett, Comedian.

"Bitter Sweet"—Vocal Gems (Noel Coward).

Columbia Light Opera Co. with Orchestra.

"La Benediction Des Poignards" (Moyerbeer).

THE HONG KONG

PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND

SHANGHAI

ASTOR HOUSE: PALACE HOTEL:
MAJESTIC HOTEL.

HOTELS,
LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

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SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given free in the

OVERLAND
CHINA

MAIL

A WEEK'S PAPERS IN ONE.

LOCAL NEWS, CHINESE NEWS.
and all the NEWS.

The Weekly paper that saves you
the trouble of writing Home.

Company meetings of an unusually important nature have been held during the week, at which several highly interesting pronouncements have been made regarding the development of the Colony. Thus at the meeting of the Hong Kong and Kowloon Wharves & Godown Company it was forecast that within a certain specified date there would be larger berths constructed able to accommodate larger vessels than have yet been able to berth here.

At the Telephone Company meeting it was stated that negotiations are making progress for a trunk telephone line between Hong Kong and Canton, whilst an announcement was also made regarding the change locally to the automatic system of telephones.

At the Dairy Farm meeting reference was made to the satisfactory nature of the Colony's milk supply and to the immunity of the Colony's herd from rinderpest.

A progressive policy was also foreshadowed at the meeting of the Green Island Cement Company. There are numerous old residents of the Colony now at home or elsewhere over the Seven Seas to whom these accounts of local Company meetings, as reported fully in the OVERLAND CHINA MAIL, will greatly appeal. Send them an extra copy right away before the edition is sold out.

The OVERLAND CHINA MAIL contains an exclusive account of the speeches at St. Paul's College Prize distribution at which the announcement was made of a magnificent gift from the widow of a former Chinese Ambassador to Washington.

Progress is being made in regard to the Society for the Protection of Children, and a list of subscriptions and donations (the latter including one of \$10,000) is published in the OVERLAND CHINA MAIL.

An official explanation has been furnished to the CHINA MAIL of the work of the Statistical Department, which was unfortunately shut down during the strike and boycott of 1925-27.

Sports, as usual, take up the usual liberal space in the OVERLAND CHINA MAIL, these being contributed by experts.

The latest outburst in the ranks of the Northern war lords, with the possibility of civil war looming on the horizon, is fully dealt with in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW!!

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at home, should have an unending supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$5.75 for three months, the "Overland China Mail" will be sent home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatever in Hong Kong, and many letters from home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND

and that was the quickest route by which to get mail home. In

the march of time the "Overland China Mail" has become the only weekly news budget which has a coloured pictorial supplement with local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

READY TO MORROW

Mall via Suez closes at 9:30 a.m. on Saturday
and via Siberia at 6 p.m. on Monday.

SINGLE COPY 25 Cents.
INCLUDING SPECIAL COLOURED
PICTURE SUPPLEMENT

Bold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$15 per annum, or
\$15 including postage abroad. Half-yearly
or quarterly periods pro rata.

No. 8A, WYNDHAM STREET—PHONE C. 22.

THE OVERLAND CHINA MAIL

CHINESE NATIONALS
IN "RED" HANDS

GERMAN FOREIGN OFFICE
DIRECTS THEIR RELEASE
RELIEF STATIONS

Nanking, Yesterday. Minister Chiang Tso-ping reports that some Chinese nationals are still impaled in Murmansk, Archangel, Kazan, Arternavsk, and Toer. The German Foreign Office has instructed the German Ambassador in Russia to effect their release.

Russian Perfidy Minister Chiang Tso-ping reports that the German Embassy in Moscow informed that Soviet consent was necessary for Chinese nationals returning to China without, however, being permitted to carry money and belongings, while tickets are only to the Chinese frontier. The Embassy suggests the establishment of relief stations at Tatungkou, Manchuli, Harbin and Changchun. Many Chinese nationals are still unleased while others are not permitted to resume business.—Canton News Agency.

MALAYAN MYSTERY

Strange Story of a
Tragedy

This strange story of a Malayan tragedy, in which two men lost their lives under mysterious circumstances, is told in the Malayan Police Magazine.

An inspection of the annual reports of the F.M.S. Police will show that every year a considerable number of reports are made to the police of missing persons.

It occasionally happens, however, that in some extraordinary fashion one of these mysteries is cleared up and I know of one case at least where two such mysteries were explained simultaneously by the shooting of a crocodile, in Perak some years ago.

The first of these two disappearances occurred towards the end of July in the year 1924. A young Malay named Ahmet bin Kassim who lived with his parents in a kampong on the Perak River about midway between Teluk Anson and Brusas was seen by some neighbours strolling along a path near the river about half past five in the evening.

The neighbours who saw him thought nothing of the matter until the following morning when his mother in a state of great uneasiness was making enquiries concerning him.

Months passed, but Ahmet did not return and no news whatever was received concerning him.

His mysterious disappearance was being forgotten by the people of the kampong when another strange disappearance was reported.

This time it was a middle-aged rather well-to-do Malay named Saleh.

"When I awoke in the morning I saw that the door was open and my husband missing. What happened to him I cannot say but I think it very likely that he got up in his sleep and went out with his gun to shoot the crocodile he spoke about and fell into the river," said Mrs. Saleh.

The doubt was as to whether Saleh had actually murdered Ahmet or if he was merely suffering from hallucination.

The C.P.O. to whom I furnished

a full report decided after reference to D.P.P. that there was no necessity to record Ahmet's death as a murder.

BAD LUCK ALL
ROUND!ANOTHER "PROPHET"
DISHONORED

A KOWLOON MYSTERY

An unemployed gentleman who set up business as a harbinger of "good fortune" in Kowloon contrived, in the end, to bring bad luck upon every one concerned, including himself.

The facts were disclosed before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, when Yung Hok was charged with obtaining \$30 from a Chinese married woman, through larceny by a trick.

Complainant stated that in the afternoon on March 17 she encountered defendant in Austin Road. He was sitting on the pavement with a notice spread out before him indicating that he was a bringer of "good fortune." Complainant was induced to put down one cent on the paper, whereupon the soothsayer, after appropriate incantations, informed her that her "fortune" would most assuredly be a very good one.

Another Nibble. After defendant had written some characters on a paper, the woman invested a further 60 cents, with apparently satisfactory results. Later, the soothsayer accompanied her to her house in Canton Road, and waited outside whilst she raised more money for further rites.

Complainant actually brought down \$30, her own contribution being \$10, the other \$20 (two ten-dollar bills) being borrowed from a neighbour.

A Man of Mystery. The pair then went to a vacant plot of land at Kowloon Point, where defendant produced an envelope bearing mystical characters.

The woman handed over the money, which he apparently placed in the envelope. She was then solemnly charged to lock up the envelope for a few days, after which she was to re-open it and invest in certain lottery tickets.

The following day, however, that the lady's husband found himself short of money, with the result that she re-opened the envelope. There were four blank envelopes neatly folded, inside, but no cash.

Complainant recognised the trickster in Shanghai Street yesterday, and he was arrested.

A Stout Denial.

Evidence having been given as to the loan of the \$20 by the woman's neighbour, and also the finding of two ten-dollar bills on defendant when he was arrested, the latter was asked what he had to say in defence.

He stoutly denied that he was in Hong Kong at all on the day in question, saying that he had made a trip to Macao at that time. He contended that the case was one of mistaken identity.

Evidence was produced to the effect that the man had slept in a house in Kowloon City on the night of the 16th, leaving there the next morning, after which not much was definitely known of his movements.

He was closely questioned by His Worship as to whether he could produce any witnesses as to his "trip to Macao" but had no satisfactory answers to give.

His Worship, in passing sentence of three months' imprisonment, remarked that no satisfactory alibi had been produced. At the same time, he severely admonished complainant for her folly in allowing the crocodile to speak about and fall into the river.

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Have You Heard?

Helen: "I fear I have made a mistake."

Ruth: "Why?"

Helen: "Jack proposed in a taciturn. The minutes I accepted he paid the fare, and we got out and walked."

Mother: "I saw that young man kiss you by the gate to-night! I am terribly shocked. I did not for a moment imagine he would dare take such a liberty, knowing full well that you are already engaged to a young man."

Daughter: "Nor did I, ma. In fact, I bet him a pair of gloves he daren't!"

The wife of a plumber who had inherited a small fortune was entertaining some friends to tea. The plumber and his wife had been to America, and so their trip was the topic of conversation.

"It must have been lovely to see Niagara, as you did!" said one of the guests. "Oh," said the lady, "our visit was ruined on that occasion!"

"You don't mean to say so!"

"Yes," went on the lady, "you see, Tom has been a plumber all his life—and when he saw Niagara, he absent-mindedly said 'It wants a new washer,' and went back for his tools!"

A ferocious-looking woman strode into a large outfitter's shop and made her way to the men's neckwear counter.

The poor assistant found himself beginning to tremble as she approached.

"I want some collars," she thus

"They're for my husband."

"Certainly, madam," quavered the assistant, "what size does he take?"

"Size!" she repeated. "I don't know. But, wait a minute and we'll soon find out."

She tore off her gloves. Then she took off two large, rough, red hands.

"Measure these," she said. "You see I can just manage to get them round his neck."

ST. FRANCIS HOTEL

"Alphonse" J. Hund, Manager.

Sport Columns

HOME FOOTBALL

Notts Forest Beat the Throstles

London, Yesterday.
In the Second Division League game between West Bromwich Albion and Notts Forest, played at Birmingham, the Forest won by 3 goals to 1.—Reuter.

League Table to Date

Division II.

	Goals.	F.	A. Pts.
P. W. D. L.			
Oldham	32 18 9 5	72 35 45	
Blackpool	33 21 3 9	79 60 45	
Chelsea	33 16 11 6	61 34 43	
Bury	33 17 4 12	67 55 38	
Broadford	33 15 8 10	66 57 38	
Cardiff	33 15 8 12	48 42 36	
Southampton	33 14 7 12	61 58 35	
Wolves	33 13 8 12	50 61 34	
Charlton	32 11 11 10	51 40 33	
Tottenham	33 12 9 12	50 48 33	
Stoke	34 12 8 14	62 61 32	
West Brom	33 15 5 15	79 66 31	
Notts City	33 9 13 11	48 49 31	
Notts For	33 11 11 11	43 57 33	
Millwall	33 7 15 11	47 59 29	
Reading	34 9 11 14	44 58 29	
Preston N.E.	33 10 9 14	51 67 23	
Hull	31 11 6 14	42 58 23	
Bradford C.	33 9 10 14	50 61 28	
Barnsley	33 9 16 14	44 60 26	
Swansea	34 8 9 17	42 59 25	
Bristol C.	32 8 7 17	47 70 23	

LOCAL FOOTBALL

Two Matches in Division II.

The game between Kowloon and the Club de Recreio, which was to have been played yesterday, was cancelled owing to the Recreio not being able to raise a team. The Recreio cancelled the game at 2 p.m.

Only two League matches were played, both in the Second division, and resulted as follows—

Ewo 3 South China "B" 1

University 2 H.K.C.C. 2

EWO v. SOUTH CHINA "B"

South China "B" won the toss and faced the sun. Ewo were soon on the offensive and after five minutes' pressure Fung King-ya ran up his wing to centre for Kam Sik-wai to head into the net. Ewo increased their lead eight minutes before the interval by Ho Yun-tin scoring from a melee in the goal mouth. Half time found Ewo holding a well-deserved lead of two goals.

South China played well in the second half, and were unfortunate in not scoring more than one goal. Tang Hong-sing increased Ewo's lead, but the "B" team were not discouraged, and fought pluckily. In the last minute of the game, South China gained their only goal through Lau Hing-cheung, who had kept goal magnificently, putting the ball into his own net.

Result: Ewo 3, South China "B" 1.

Ewo—Lau Hing-cheung; Chan Mo-kung, Lam Ilo-yin; To Ho-hang, Tang Kam-long, To Ho-ching; Ho Yun-tin, Kam Sik-wai, Tang Hong-sing, Chow Yui-fai and Fung King-yeu.

South China "B"—Chu Fook-to; Liu Siu-chuen, Chang Chung-tak; Lai Kong-kum, Li Shui-hong, Lai Ting-wak; Kwok Hon-wah, Tang Lai-chuen, Li Man-lin, and Ah Lee-hang.

UNIVERSITY v. CLUB

The University won the toss and took advantage of a slight breeze. The Club soon looked dangerous and after seven minutes' play Hynes scored from a pass on the right. The University efforts were rewarded by beating Sterling. Upon the interval Peers regained the lead.

After resuming, the University scored the equaliser.

GOALS

P. W. D. L.	F.	A. Pts.
K.O.S.B. 23 23 2 3 113 17 48		
Royal Navy ... 20 15 8 2 71 18 33		
S. China "A" ... 20 10 1 8 66 16 33		
Chinese "A" ... 18 15 2 1 55 18 32		
Somerset	21 13 8 5 54 27 20	
Eastern	19 8 2 0 32 42 18	
Kowloon	18 5 8 27 39 39	
St. Joseph's	20 7 3 10 43 51 17	
R.A.	23 7 3 13 23 48 17	
S. China "B"	20 5 3 12 31 60 13	
Chinese "B"	20 5 2 18 24 48 12	
R.A.M.C.	24 4 10 26 56 60 12	
University	21 5 2 16 69 61 12	
Ewo	19 3 4 19 60 61 10	
Club	19 1 4 14 11 61 6	

KOWLOON v. CHINESE "B"

The match was not played as a League game as previously arranged, due to the fact that Kowloon could muster only three or four of their reserve eleven. Some first eleven then

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350,000 OWNERS AND NOT ONE HAS SPENT A CENT ON REPAIRS

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GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR
ANDERSEN, MEYER & CO., LTD.
David House, 67-69 Des Voeux Road, C.

RACING

Lincolnshire and Grand National

VATOUT AND EASTER HERO

Next week will see racing at Home come really into its own after the hurdle season, for the Lincolnshire Handicap will be run on Wednesday and the Grand National Steeplechase on Friday.

For the Lincolnshire expert it is still very open, but pride of place is held by VATOUT, with Guard's Parade next in favour.

For the Grand National all the mail papers to hand have been doing nothing but boom Easter Hero, with Gregalach and Grakle in favour.

The chances of the probable starters may be gauged by the following prices supplied to the *China Mail* by Mr. Frank Haytor:

Lincolnshire

VATOUT AND GUARDS' PARADE

CORDYRUE AND PACHALIK

SQUARE ROCK AND PORTHOLE

PORTRAITIST AND ARCTIC LIGHT

CABALLERO AND SLIPPER

LADY STARLIGHT AND STALACTITE

ORBINTON AND ELTON

GARNUCK AND NAVIGATOR

ULUMOPAGAAN AND LUSH ROMANCE

POLAR BEAR AND SAN MARINO

ROSILIO AND NATIONAL

EASTER HERO AND GREGALACH

GRAKLE AND GREAT SPAN

K.C.B. AND KILLBUCK

MASTER BILLIE AND MERRIVALE

PATRON ST. AND RHYSERE

SHRIDERS AND SANDY HK.

SIR SHAWN COLN AND SIR LINDAY

TRUMP CARD AND ARDEN

BALLYWOOD AND BIG WONDER

DELARUE AND GATE BOOK

KINGSTON AND MAY KING

CRICKET

Some of the Teams for Saturday

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ENTER THE MOTORISTS' PAGE

In The Latest Colmore Cup Trial

THE UNAPPROACHABLE

Norton

WON

COLMORE CUP

G. B. GOODMAN ON A NORTON 3.84 h.p.

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See the 1930 Model in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

BUYERS' GUIDE

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ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4789.
BUICK.—The Dragon Motor Car Co., Ltd., 83 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 83 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VANHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C. 2178.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

G.M.C.—The Dragon Motor Car Co., Ltd., 83 Wong Nei Chung Road, Happy Valley. C.1247.

DODGE—South China Motor Car Co., 38, Des Voeux Road C. Tel. C. 5644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.224.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

TYRE ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C.

TYRE TYRES.—Hongkong Hotel Garage, Queen's Road. C.4759.

TYRE TYRES.—WILLIAMS MOTOR CO.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C.

MODERN FAMILY Requires Car for Every Member

Mr. L. A. Miller, President, the Willys-Overland Company, writes:

Not so many years ago, one automobile was sufficient for the entire family. Soon, however, it became increasingly necessary for the average family to possess two cars. With lower prices and the more exacting demands of modern day life, this idea of multiple cars has been even further expanded until the modern family is rapidly reaching the point where every member will have his or her own automobile.

The reasons for this are obvious. When motor cars were new, it frequently was the case that only one member of the family knew how to drive. Usually the head of the family did the driving and when he was at business or away from home, the others were deprived of the use of the car. Gradually the other members of the family learned to drive.

The women took to driving and liked it. They were quick to appreciate the manifold advantages of a motor car in their everyday lives. It took them to market and it enabled them to complete their shopping rapidly and comfortably. Furthermore, distance was no barrier and with a car they could easily go ten or fifteen miles out of their way to obtain better prices and better market products. In the afternoon, it enabled them to visit friends and relatives. The motor car became such a part of their daily lives that they soon found it not only convenient but necessary to have their own car.

The older children, too, needed their own car. It took them to school and in many cases they were able to attend better schools which would have been too far from their homes and too hard to get to were it not for the car. Young women in thousands of homes found they needed motor cars to keep their engagements and to get them to their friends and to the shops and theatres.

Lower prices with improved quality such as are found in the Willys Six have made it economical for a family to own several cars. So the car-for-every-member-of-the-family idea is a natural evolution of two-car-per-family idea. There is no reason why every family should not have sufficient motor cars for every member. The husband or father has his own uses for a car—in business, for pleasure, for entertainment. The wife and mother find a car a highly necessary adjunct, not only to modern social life, but to modern housekeeping. The grown children of to-day have numerous needs for a motor car.

Perhaps the mere thought of selling every family a car for every member would have been considered ludicrous a few years ago. To-day, however, automobile merchants and manufacturers are cognisant of the fact that every family is a prospect, regardless of the fact that the family already has one, or even two cars. Unless there is a car for every member, the family of to-day and even more so the family of tomorrow is not 100 per cent motorised. No longer is it true that two cars meet every demand.

MOTOR CYCLES

Spurt in Industry in Japan

London, Feb. 6.—Motor cycles are apparently becoming more and more popular in Japan, as the figures for 1928 show an increase over the 1927 figures of 255 machines supplied by British manufacturers. The figures for 1929 are expected to be even greater. The Japanese are also apparently buying more and more British-made motor cycle engines as distinct from complete machines. These are being used to provide motive power for a type of light, open car which is rapidly gaining favour among the Japanese residents. This vehicle consists of a motor cycle, the rear-wheel of which is replaced by a two-wheeled frame carrying a small body. Seven firms in western Japan are said to be engaged on the production of these particular cars, most of which are fitted with British engines.

TYRE ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C.

TYRE TYRES.—Hongkong Hotel Garage, Queen's

ROAD. C.4759.

TYRE TYRES.—WILLIAMS MOTOR CO.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C.

IGNITION TROUBLE

Talk on Some Common Causes

It can be safely assumed that if there is misfiring, that current is being generated. On the other hand, there is the possibility of the ignition cutting-out completely, which proves trouble at its source.

The first detail to suspect is the contact breaker—a sticking rocker which keeps the contact permanently open. It is not so frequent a defeat as it used to be, owing to the improved construction adopted. If, however, it does occur, it is a simple matter to detach the rocker by releasing the spring holding it; then clean the pivot pin thoroughly. The hole in the fibre insulating bush will also require touching up, but not with a round file or drill on any account. Use a tightly rolled-up piece of the finest emery paper to twirl inside the hole to clean it. The cause of a sticking rocker is damp having got into the magneto. If a car is left standing in a damp garage this trouble may occur.

In the case of coil ignition this is not self-generating, as is the magneto, and any cutting-out would indicate that current was not passing through the coil. Therefore, the two terminals on the coil should be examined to ensure that the primary leads are connected. Usually these are so well secured that it is unlikely a disconnection would occur. A lead might conceivably break, in which case a new section can easily be put in. It should be kept in mind that a loose connection at the coil might cause misfiring.

Any serious internal fault in either coil or magneto which may cause cutting-out can only be remedied by the manufacturers or repairers, as it would be a case of a fault in the windings. In an extreme instance of complete breakdown, another unit must be obtained, not a difficult matter, thanks to standardisation.

Deteriorated Plug Leads

Faults in the plug leads, though very infrequent, unless the leads have been many years in use, comprise leakage or short-circuiting due to deterioration of the insulation, which may have developed cracks through which the current will spark to an adjacent lead in a similar condition. It is always advisable to replace these leads with new sections rather than to wrap them with insulating tape. This method, however, may be adopted for an emergency and temporary repair if a lead has short-circuited on to a metal part and thereby chafed or worn through.

The Sparking Gap

The setting of the gap of the make-and-break on the contact breaker of a magneto is a matter of particular importance. This setting is determined by the manufacturers, who either supply steel gauge or state in their instruction booklet the width of the gap in thousandths of an inch, so that the ordinary standard thickness gauges can be used. These are sold by all leading accessory concerns.

The Cut-out
A magneto is usually provided with a switch on the facia board, which is connected by a single wire to a terminal, on the cover of the make-and-break. If this wire should become loose at the terminal the magneto will not switch off definitely, but the firing will continue jerkily. If the switch wire becomes detached the magneto cannot be switched off. Misfiring may be caused if the switch wire should touch the frame at any point through the insulation being worn or damaged.

Coil Ignition

Now that coil ignition is so largely used it is important to keep in mind that the battery is the source of current. If, by any chance the battery should get completely rundown, the engine could not be started until an auxiliary battery was connected up. A run-down battery will, however, recover sufficient voltage to work the coil if it be allowed to rest on open circuit from one to two hours.

ALL KIND OF CAR REPAIRS.

FIAT GARAGE

774, 775, Des Voeux Rd. C.

Tel. C. 4811.

FOR five thousand years or more consumers, again and again, have been "stung." Every living person everywhere is the offspring of ancestors every one of whom, for hundreds of generations, has been fooled, deluded, cheated, robbed, by the wiles of sellers. It may or may not be true that most people are matrons, with the intelligence of a ten year old child, but it is certain that most people have a wonderful capacity, developed in sheer self-defence for generations, for protecting their pocketbooks.

We know perfectly well that no stranger will believe a word of what we say about the remarkable quality of the NEW MOBILIOIL unless and until we prove it. We also know that no motorcar owner will believe that the NEW MOBILIOIL is the most efficient and economical motorcar engine lubricant yet produced.

"The proof of the pudding is in the eating."

Likewise, the proof of the quality, efficiency and economy of the NEW MOBILIOIL is in a practical test. Please test the particular grade recommended for the lubrication of your motorcar engine; but first drain off the old oil while the engine is hot.

Like hundreds of thousands of other motor-car owners, you will find the NEW MOBILIOIL a real pocketbook protector.

VACUUM OIL COMPANY

THRILL to the SMOOTH POWER of this WORLD CHAMPION EIGHT



PRICED below many ordinary sixes, these new Studebakers give you the thrill of 8-cylinder power and world champion performance. Studebaker's President, Commander and Dictator Eights have EACH demonstrated champion ability and endurance by winning more official records than all other cars combined. Yet these great eights are surprisingly thrifty of petrol and lubricant.

Studebaker offers you a choice of three new eights — each one champion of its class. Studebaker's 78-year reputation for quality is your assurance of satisfaction.

Prices range from H.K.\$3,270 to H.K.\$3,150.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4769

SMALL CAR DOOMED?**Increasing Popularity of the "Medium"**

For many years now Great Britain has been a nation of small motor-cars. By small cars I mean vehicles of about 12 h.p. When the last census was taken it showed that there were in use no fewer than 229,897 vehicles of this type.

Of 14 h.p. cars there were 111,817, of 16 h.p. cars 44,802 and of 20 h.p. 13,402.

The 12 h.p. family vehicle was mainly the outcome of the horse-power tax. Manufacturers exercised their ingenuity to cheat the tax and produced small units giving forth almost incredible power in relation to their size.

This year there has been a marked change in the position. Small cars are still selling. But the vogue is definitely for larger cars of higher power. The medium-powered car has come into its own with a rush.

Factories are hard put to it to keep up deliveries. Some, in fact, have been so deluged with orders for cars of from 15 to 20 h.p. that they have had to start night shifts, and even then are behind with deliveries.

I prophesy that within two years the Medium-powered cars in use will easily out-number the 12 h.p. or small family type.

What is the reason for the present popularity of the medium-powered car?

It is mainly a question of price. British medium-powered cars of 1930 are sufficiently inexpensive to counteract the higher horse-power disadvantage. After all there is only £3 difference in tax between a 12 h.p. and 15 h.p. car, and this is not much spread over three years.

Possibility Of Tax Reduction

There is a strong possibility that in the next Budget the horse-power tax will be reduced. I do not imagine there will be any general reduction in taxation. What we gain on the swings will be lost on the roundabouts. But if the horse-power tax is reduced, as anticipated, the position of the medium-power car will be strengthened.

In many ways this is to the good. British manufacturers have now proved that they can make the medium-powered class of motor-car as cheaply as can their rivals.

New plans have been laid down for their development, and if, as there is reason to expect, a great new era of expansion in the Empire markets is coming, it is well that we should be prepared for events.

I do not think the small car will disappear altogether. I have the greatest admiration for this type, and I should imagine it will still serve a useful purpose in this country. But I think that the medium-powered car will soon be the chief type in use.

The small car must not be confused in this respect with the "baby" car, which is selling this year in greater numbers than ever.

It is being used extensively as a sort of "dingy" to the larger car, and has introduced the two-car standard to thousands of families. Women love them.

More than 50 per cent. of the "Wayside Wit" jokes centre round the "baby."

This is a sure sign of popularity, especially in view of the fact that I am receiving these jokes in hundreds. When the old Ford dominated British roads the humorists got busy. Henry Ford, it is said, made a collection of these jokes. Most of them were at the expense of his product; some of them were very rude. But he regarded them as fine publicity. I should advise Sir Herbert Austin and Sir William Morris to get their scrap-books ready.—Harold Pemberton in Daily Express.

INFANTRY AWHEEL**Motorisation of U.S. Army Under Test**

Motorisation of infantry is being effected generally at this time in the armies of the world and the United States Army is at present conducting its first experiment along this line at Camp Eustis, Lee Hall, Va. It is the 34th Infantry that no longer has to hike with the slow military tread, riding instead in a fleet of fifty-six Chevrolet passenger cars and trucks. Extensive manoeuvres which have been conducted since last August have proved as successful that indications point to complete motorisation of the army within the next few years.

Formerly an army on the march considered two miles an hour a good average. The Camp Eustis experiments with the Chevrolet caravan has shown that it is possible to move a regiment with all its necessary supplies at an average speed of fifteen miles an hour. Another advantage that has been discovered is that cross-country travel has been found practical anywhere the ground is hard. A tractor, included in the equipment, carries a lead horse for emergency purposes.

To-day several regiments of the

COACHWORK**The Influence of Conservatism**

To the student of automobile technique, who naturally makes it his hobby or his business to watch the cause and effect of the leading tendencies, that group together are the material proof of progress, nothing should have been more interesting than to mark the way in which during recent years appearance has become an increasingly important element in motor car design.

In point of fact, there never was a time when good looks were a negligible quantity. The pioneer designers were well aware of the value that the public would attach to them, and clearly showed this fact in a great many instances by constructing their vehicles, in external matters, so that they conformed as nearly as possible to horse-drawn traditions. Unhappily, their ideals never came within reach of realisation. Engines were refractory in those early days, and transmission systems far from reliable; hence it came about that appearance often had to be sacrificed to accessibility. This in course of time became a tradition in itself. Thus even to-day car designers put their engines under a bonnet, the main purpose of which is to allow the machinery to be easily got at. The bonnet idea has become one of the fixed stars in the automobile firmament, and it will probably remain so until some big car manufacturer, working on a really handsome scale, elects to break away from convention and entirely rearrange the organs and seating accommodation of the vehicle as a whole.

The motor car comes into the same class with the ocean liner and the locomotive. This is to say, such beauty as it possesses is essentially intrinsic. It appeals to the eye by reason of its lines. Everybody must have noted how in recent years a number of designers have raised the height of their bonnets and added sloping luggage trunks to the rear of their cars. To a very great extent their actions are utilitarian, but it cannot be denied that they constitute proof that the automobile engineer, having disposed of most of his technical troubles, is now instinctively groping after intrinsic beauty.

There are two main reasons why appearance in our road vehicles is becoming of paramount importance. One is that when we survey our possessions we want them to please the eye, and the other is because when we are abroad in them we want them to please the eyes of other people. So much so indeed is it the case that to-day it is no exaggeration to say that many cars sell upon their appearance. Their performance is almost taken for granted. In presenting an attractive line some manufacturers have, of course, made full use of the effects of colour schemes. If a car looks more pleasing in two colours than in one, then certainly it should have two colours. Ultimately this matter of appearance may take precedence of all other items in the specification of a car, and that in the circumstances it will lead to drastic changes in chassis design, as the coachbuilder will say to the motor engineer. "This is how the complete vehicle is going to look, and you must fit the components of the chassis into it as best you can." At present the coachbuilder is given the chassis upon which he has got to do his best to mount something beautiful. There are distinct limits to what he can achieve in this direction, and the more enterprising of his craft are beginning to see that this is the case. Developments in appearance are taking place more rapidly than they did owing to force of competition, but it is certain that to some extent they will be held back by prejudice or conservatism of many car owners, who may think that a vehicle which savours of streamline form in its external shape, is a little too closely related to the racer to be entirely respectable. But that phase will pass in course of time when it is realised that the low-built, good-looking, fish-shaped car is not only safer, but cheaper to run.

COMFORT FIRST**Choose Your Accessories Wisely**

Certain accessories, if wisely chosen, greatly add to the comfort of the driver and passengers. One notices cars fitted with luggage trunks from which it is difficult to remove the suit-cases, owing to the position of the spare wheel. This difficulty can easily be avoided, as there is a fitting that permits the spare wheel to swing out of the way when it is necessary to open the trunk.

Passengers seated in the rear compartment usually require head cushions and foot-stools if they are to be truly at ease on long runs. Narrow foot-rails are not sufficient support, yet one sees these in many vehicles. Head cushions should be hung by loops in the corners of a saloon and adjusted to support the nape of the neck and head of the user. Loose cushions are not much use, as every time the traveller shifts position the support drops out of place. In opening touring cars an air cushion form of bolster may be hung by straps on the rear squat in a suitable position to support the neck. This not only gives added comfort, but is also an antidote to back draught.

With all the progress made to render road touring easy, it is extraordinary how uncomfortable passengers can be made for want of a little thought. Badly adjusted seats, wrongly poised cushions, and careless driver spoil many runs which might otherwise have been a pleasure. A driver who suddenly accelerates, takes corners too fast, and puts on the brakes fiercely, throws his passengers about to such an extent that it is with difficulty they retain their seats.

On such occasions the foot-stool is their anchor-of safety coupled with arm-slings, if such are provided. Every driver should take a long tour as a rear seat passenger in order to learn what to avoid in his style of driving and the accessories necessary to provide his passengers with comfort.

WASHING THE CAR**Points for Owners to Remember**

Washing cars nowadays is a simple matter in garages where up-to-date equipment is provided. A cellulose painted car can be washed by a pressure-fed plant and polished within forty minutes, whereas once the job took two to three hours.

Touring motorists may often find it difficult to get cars washed in time for a reasonably early start in the morning. They should know garages in the towns and villages they may visit, where the latest facilities are provided. Otherwise they may find washing more difficult to get efficiently done than any other form of motor service. With chromium plating that requires wiping only and not polishing, a complete car wash and rub down can be done in half an hour where up-to-date plant is installed.

Some recent cars have a rotary air-filter, worked by a knob or handle on the dashboard, fitted as part of the carburettor. In order to keep this working properly the internal disc must be turned round occasionally, say, every 100 miles. All such filters catch the dust by means of oil. When cleaning, drain off the accumulated sludge through the plug provided, and wash the interior casing with petrol, rotating the disc quickly at the same time. Drain the dirty oil away, and let the filter dry before refilling.

Air cleaners are still rather new to motorists but the more the modern car is developed to satisfy the requirements of all parts of the world, the greater the use that will be made of such fittings. Therefore, it is well to know how to look after them.

SPARK RETARDING**A Driving Hint for Car Owners**

Small high-efficiency engines are very liable to knock if the driver attempts to force their speed up from a slow pace in top gear without using his spark lever. The reason for this becomes obvious when one considers the conditions during acceleration. As the engine is running at low speed on a nearly closed throttle the cylinders are only partially filled, and as the gas is mixed by the slow-running jet it is richer and slower burning than the normal supply. When the driver suddenly steps hard on the accelerator the restriction is taken off the incoming gas, and the cylinders receive their full quota of fuel. Unfortunately the mixture is, by no means homogeneous, and as the air commences to pour into the cylinders the comparatively heavy petrol vapour has a chance to get under way, the mixture is

SHOCK FOR LADIES**Where Are the Car Victim's Trousers?**

Singapore, Feb. 15. It was the peculiar experience of three young ladies in Collyer Quay recently to be arguing vigorously in a motor-car and the next moment to hear a crash and see an elderly Chinese in the road minus his trousers.

Where the trousers went to is still one of Singapore's unsolved mysteries. The police searched for them in the road, on the young ladies' car, and in the hospital ambulance, but they were nowhere to be found.

There was a sequel to the incident before the Criminal District Judge, Mr. C. H. G. Clarke, yesterday, when the Malay driver of the car was charged with causing grievous hurt by a rash and negligent act. He pleaded not guilty. The Chinese suffered a fractured leg and minor injuries.

The complainant, a coolie living at the 9th mile, Bukit Timah Road, said that on the evening of December 10 last he was going along Collyer Quay when he was knocked down by a motor-car. He heard no horn sounded and saw no car and he was about to cross the road when he was hit. He was then removed to hospital in an ambulance. Had he heard a horn he would never have attempted to cross the road.

The Ladies' Evidence

Evidence was given by Miss E. Tredgold, of Namazie Mansions, Stamford Road. At about 6.20 o'clock on the evening of December 10, she was driving in a car along Collyer Quay with two other girls.

She was seated in the front seat beside the accused, while her two friends were seated behind. The car was a private one. She was talking to the girls in the rear and therefore could not say whether she noticed any other traffic on the road at the time; neither did she notice the speed at which the car was travelling.

His Honour: Did you have any sensation of speed?—No, we were engaged in an argument.

Continuing, Miss Tredgold said that they were in front of the Asiatic Petroleum Company's offices when she suddenly heard a crash and the car pulled up in the middle of the road. It was then that she noticed a Chinese who was trying to get up from the road. The man had no trousers on and his right leg was injured. She told the accused to drive her to the Teluk Ayer police station from where she telephoned for the ambulance.

Chief Court Inspector Meredith: If there was no other traffic on the road at the time it would have been easy for the accused to avoid a man who was in the middle of the road?—Yes, I think so.

You don't know at what speed the car was travelling? You were not arguing about the speed?—No, it was about a hockey match. We had been playing hockey that afternoon.

A Careful Driver

Miss D. Foston of 7, Upper Wilkie Road stated in her evidence that she was one of the two who were seated in the rear of the car. They were talking at the time and did not notice anything until she felt a sudden bump. She then looked out and saw a Chinese fall on the road. The car was not damaged. The accused was her driver and the car which was a Morris Minor belonged to her. Sahamin was not in her employ now as he left of his own accord after the accident. Up to that time he had been a good and satisfactory driver.

Mr. Meredith: He was not a speed merchant?—No, he was a careful driver.

Miss Fairhurst gave similar evidence.

The accused stated that the complainant suddenly darted in front of the car and was knocked down. He immediately pulled up and lifted the car to the side of the road. A trolley bus was on the same side of the road and he was watching this when the man was hit.

Mr. Meredith: On your own evidence you were not keeping a proper lookout?—(No reply.)

His Honour said that it did not seem to be a case for a heavy penalty and imposed a fine of \$25 or one month in default. The fine was ordered to be paid to the complainant who is still an inmate of the hospital.—Straits Times.

Weakened below normal and knocking is set up.

It, however, the driver retarded the spark just before he pushes the accelerator pedal down, by providing a late spark he counteracts the rapid burning tendencies of the weakened fuel, and thus knocking is avoided. Immediately after the accelerator has been pressed down, the driver should commence advancing the spark moving the lever gradually to the advance position to suit the engine speed of the engine. The secret of success in this connection is to make the movement of the spark lever smooth and perfect with the demands of the engine, and if this control is properly handled the acceleration will be smooth and amazingly rapid.

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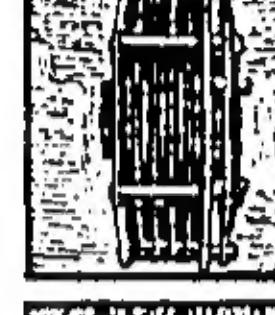
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THE New BUICK
WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.**RAGING TRAFFIC****Determined Drive in Tokio**

Miles W. Vaughn, Special Correspondent, United Press, writes:

Police have started a determined drive to control Tokio's amazing traffic situation.

The streets of Japan's capital probably are the most difficult in the world for motorcar drivers and traffic accidents have increased to an alarming extent. American automobiles largely are responsible for the trouble.

Henry Ford started an assembling plant near Yokohama some four years ago and soon was followed by General Motors, with a big plant near Osaka. The two organisations made possible what many Japanese consider the worst pest of modern life in their cities—the "One-Yen Taxi," or "Yentaku," as they are called by Japanese.

The partial payment plan of the American concerns encouraged thousands of young Japanese from the country to emigrate to the cities to enter the taxi business. With cheap American cars scores of small operators set up one yen taxi concerns, locking on the streets a flood of small machines which will haul a passenger anywhere within the city confines for one yen, or 50 cents gold.

The streets already were crowded with bicycles—there are more than half a million in Tokio alone—push carts, hand carts, horse drawn wagons, rickshaws, and foot traffic. When automobiles were added to the stream it became literally a raging torrent. In addition both Tokio and Yokohama have been widening and paving the majority of their streets as part of the reconstruction programme following the great earthquake. Streets are blocked in many places and they change their course from month to month with bewildering results.

The big bridges—there are hundreds of bridges over the canals and rivers of Tokio—present strange traffic streams which can hardly be equalled, even by the traffic streams through the great city gates of Peking. Carts and wagons drawn by oxen and cows, by horses and by men, compete with motorcycles, automobiles, motor trucks, tractors and cargo carriers who carry burdens on their backs. Big electric street cars and the electric interurban trains at places plough through the tangled mass followed by great motor buses which fly to and fro in all the districts of the city and between many country

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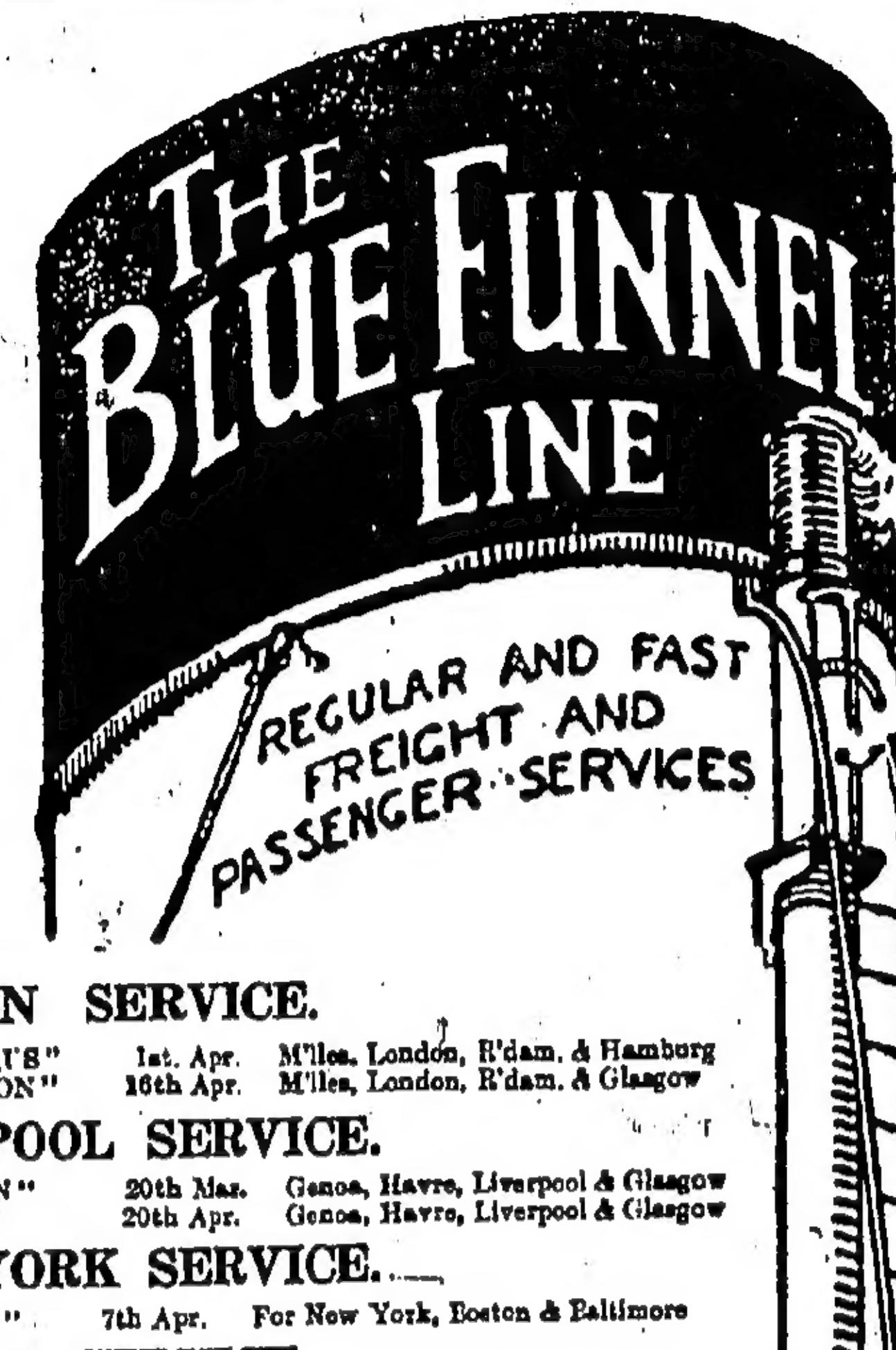
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(via KOBE & YOKOHAMA.)

"TALPHYBIUS" 20th Mar. Victoria, Vancouver & Seattle

"IXION" 19th Apr. Victoria, Vancouver & Seattle

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RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of vessels to be expected in wireless communication with Hong Kong Radio:—Tai Shan, Borneo, Empress of Canada, Yingchow, Korei Maru, Seattle Maru, Takao Maru, Tjiondari, Yuan Lee, Formosa, Tsinan, Tetsuzan Maru, Amagisan Maru, Limchow, Dekaibar, Grays Harbour, Cremer, and Kamo Maru.

INWARD MAIIS

From	Per	THURSDAY, MARCH 20.
U.S.A. (San Francisco, Feb. 22), Honolulu, Japan, Shanghai and Europe via (Siberia, London, March 2)	Tenyo Maru	
Europe via Nagapatam (Letters only, London, February 20)	Yuensang	
Japan	La Plata Maru	
FRIDAY, MARCH 21.		
Amoy	Tjilboet	
Japan & Shanghai	Kamo Maru	
SATURDAY, MARCH 22.		
Calcutta and Straits	Talma	
Shanghai and Swatow	Sunning	
Europe via Nagapatam (Letters only, London, February 20)	Talma	
U.S.A. (San Francisco, Feb. 21), Honolulu, Japan and Shanghai	President Wilson	
SUNDAY, MARCH 23.		
Manila	President Taft	
Amoy	Tjimanoeck	

OUTWARD MAIIS

For	Per	THURSDAY, MARCH 20.
Sam Shui and Wuchow	Fook On	4 p.m.
Shanghai and Europe via Siberia	Lahn	
Letters	Registration Mar. 20	5 p.m.
FRIDAY, MARCH 21.	Letters	6 p.m.
Amoy	Yuen Sang	8.30 a.m.
Japan, Straits, Ceylon, India, Mauritius, E. & S. Africa and South American Ports	Aka Maru	8.30 a.m.
Tourane	La Plata Maru	10.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Chung Kong	5 p.m.
Kamo Maru		
(Due Marseilles, April 20.)		
K.P.O.	G.P.O.	
Registration Mar. 21 4.30 p.m.	Registration Mar. 22 6.45 a.m.	
Letters	Letters	9.30 a.m.
SATURDAY, MARCH 22.		
Hollow and Bangkok	Yingchow	9 a.m.
Baton	Tjilboet	10.30 a.m.

Unpublished correspondence only.

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BURDEN OF BRITISH WAR DEBT

TOTAL OF £279,473,000 PAID TO THE UNITED STATES

£200,000,000 OWING

Rugby, Yesterday.

Replies to a written Parliamentary question Mr. Philip Snowden, Chancellor of the Exchequer, says that the total sums paid to the United States on account of the British War Debt by the end of the present financial year will be £279,473,000. Against this we shall have received to the same date approximately \$98,000,000 on account of reparations and £48,825,000 on account of Allied war debts. The aggregate receipts, therefore, fell short of the aggregate payments by over £200,000,000. If the interest on past payments and receipts is taken into account.—British Wireless Service.

LILLIPUT KINGDOM

Prince of Montenegro's Claim for Damages

"HELD TO CONTEMPT"

Paris, Yesterday. Prince Danilo of Montenegro has been awarded £800 damages against the Gaumont Metro-Goldwyn Film Company in connection with the film version of "the Merry Widow," on the ground that

INTERCESSION BY CHURCH OF ROME

PRAYERS IN ITALY & NEW YORK FOR PERSECUTED RUSSIANS

RELIGIOUS FREEDOM

New York, Yesterday.

At the request of the Pope, Masses were said in all the Catholic Churches in the Arch-diocese of New York as a protest against the religious persecutions in Russia.—Reuter's American Service.

Rome, Yesterday. Cardinals of the Diplomatic Corps and other eminent men attended St. Peter's at Low Mass offered by the Pope today in intercession for the return of peace and religious freedom in Russia.—Reuter.

ANTI-CHURCH CAMPAIGN

Berlin, Yesterday.

A Communist anti-church campaign was inaugurated early this morning.

Gangs smashed lanterns with illuminated Bible texts affixed to the entrances to two Protestant churches, and besmeared a Catholic church in the centre of the city with huge letters reading "Religion is opium for the masses."

The perpetrators of these outrages escaped in the darkness.—Reuter.

THE FILM

the film held him and the Montenegro Royal Family in contempt. The Prince claimed \$4,000.—Reuter.

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LABOUR CONDITIONS IN CHINA

SPECIAL BUREAU TO BE ESTABLISHED IN NANKING

IMPARTIAL INFORMATION

Geneva, Yesterday.

The Correspondence Bureau of the International Labour Office, the formation of which was decided last year following Mr. Albert Thomas's visit to the Far East, is opening shortly. Mr. C. C. Chan, a Chinese official of the Labour Office, has been appointed manager, and leaves for China on March 24 to arrange for matters with the Chinese Government Bureau, which will probably be located in Nanking, to serve a link between the Labour Office and the Chinese Government for a supply of impartial information regarding Labour conditions in China.—Reuter.

DICTATOR'S BURIAL

Spain Honours Remains of Gen. De Rivera

CHAPEL IN STATION

Madrid, Yesterday.

The body of General Primo De Rivera received a fitting tribute on its arrival at the station, where the waiting room was transformed into a chapelle ardente. His Majesty the King, Ministers of the Dictatorship and of the Diplomatic Corps, the Army and Navy, and officers of the whole Government were present while Mass was said. The garrison lined the streets as the body was conveyed on a gun carriage to the cemetery.—Reuter.

OIL TARIFF

Refused by Senate for Second Time

Washington, Yesterday.

The Senate for the second time refused by 38 votes to 29 to place a tariff on crude oil and petroleum products.—Reuter's American Service.

Joseph Ernest Ford, aged 21, a motor omnibus driver, was at Nottingham Assizes found not guilty of the manslaughter of John Albert Little, aged 16, who was burned to death when the omnibus crashed, and was discharged.

ASSESSMENTS

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